



## No. 488

### MEETING OF THE

# REGIONAL COUNCIL

#### Main Office

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Los Angeles, California  
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[www.scag.ca.gov](http://www.scag.ca.gov)

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**Riverside County:** Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Finkinger, Moreno Valley • Ron Loversidge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

**San Bernardino County:** Gary O'Vitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jauper, Town of Apple Valley • Larry McCallion, Highland • Deborah Robertson, Bialto • Alan Wagner, Ontario

**Ventura County:** Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Tom Young, Port Huemene

**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation**  
Commissioner: Robin Lowe, Hemet

**Ventura County Transportation**  
Commissioner: Keith Millhouse, Moorpark

### NOTE NEW LOCATION AND TIME

**Thursday, June 7, 2007**  
**11:30 a.m. – 12:30 p.m.**

**Lake Arrowhead Resort & Spa**  
**27984 Highway 189**  
**Lake Arrowhead, CA 93523**  
**909.336-1511**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shelia Stewart at 213.236.1868 or [stewart@scag.ca.gov](mailto:stewart@scag.ca.gov)

Agendas and Minutes for the Regional Council are also available at:

[www.scag.ca.gov/committees/rc.htm](http://www.scag.ca.gov/committees/rc.htm)

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# Southern California Association of Governments Regional Council Roster

June 2007

<b><i>Hon. Gary Ovitt, President, San Bernardino County</i></b>	
<b><i>Hon. Richard Dixon, Lake Forest, 1<sup>st</sup> Vice President</i></b>	<b><i>District 13</i></b>
<b><i>Hon. Harry Baldwin, San Gabriel, 2<sup>nd</sup> Vice President</i></b>	<b><i>District 35</i></b>
<b><i>Hon. Yvonne B. Burke, Immediate Past President, LA County</i></b>	

Hon. Jeff Stone, Riverside County	
Hon. Chris Norby, Orange County	
Hon. Victor Carrillo, Imperial Valley	
Hon. Zev Yaroslavsky, LA County	
Hon. Linda Parks, Ventura County	
Hon. Antonio Villariagosa, Los Angeles	At-Large
Hon. Art Brown, Buena Park	OCTA
Hon. Robin Lowe, Hemet	RCTC
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Jon Edney, El Centro	District 1
Hon. Greg Pettis, Cathedral City	District 2
Hon. Bonnie Flickinger, Moreno Valley	District 3
Hon. Ron Loveridge, Riverside	District 4
Hon. Ron Roberts, Temecula	District 5
Hon. Lee Ann Garcia, Grand Terrace	District 6
Hon. Larry McCallon, Highland	District 7
Hon. Deborah Robertson	District 8
Hon. Paul Eaton, Montclair	District 9
Hon. Alan Wapner, Ontario	District 10
Hon. Lawrence Dale, Barstow	District 11
Hon. Paul Glabb, Laguna Niguel	District 12
Hon. Leslie Daigle, Newport Beach	District 14
Hon. Lou Bone, Tustin	District 17
Hon. Christine Barnes, La Palma	District 18
Hon. Bob Hernandez, Anaheim	District 19
Hon. Troy Edgar, Los Alamitos	District 20
Hon. Sharon Quirk, Fullerton	District 21
Hon. John Beauman, Brea	District 22
Hon. Paul Bowlen, Cerritos	District 23
Hon. Gene Daniels, Paramount	District 24
Hon. David Gafin, Downey	District 25
Hon. Isadore Hall, Compton	District 26
Hon. Frank Gurule, Cudahy	District 27
Hon. Judy Dunlap, Inglewood	District 28
Hon. Rae Gabelich, Long Beach	District 29
Hon. Tonia Reyes-Uranga, Long Beach	District 30

Southern California Association of Governments  
Regional Council Roster

June 2007

Hon. Stan Carroll, La Habra Heights	District 31
Hon. Margaret Clark, Rosemead	District 32
Hon. Keith Hanks, Azusa	District 33
Hon. Barbara Messina, Pasadena	District 34
Hon. Mike Ten, South Pasadena	District 36
Hon. Tom Sykes, Walnut	District 37
Hon. Paula Lantz, Pomona	District 38
Hon. Paul Nowatka, Torrance	District 39
Hon. Jim Aldinger, Manhattan Beach	District 40
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Todd Campbell, Burbank	District 42
Hon. Jim Jeffra, Lancaster	District 43
Hon. Dennis Washburn, Calabasas	District 44
Hon. Toni Young, Port Hueneme,	District 45
Hon. Glen Becerra, Simi Valley	District 46
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ed Reyes, Los Angeles	District 48
Hon. Wendy Greuel, Los Angeles	District 49
Hon. Tom LaBonge, Los Angeles	District 51
Hon. Dennis Zine, Los Angeles	District 50
Hon. Jack Weiss, Los Angeles	District 52
Hon. Tony Cardenas, Los Angeles	District 53
Hon. Richard Alarcon, Los Angeles	District 54
Hon. Bernard Parks, Los Angeles	District 55
Hon. Jan Perry, Los Angeles	District 56
Hon. Herb Wesson, Los Angeles	District 57
Hon. Bill Rosendahl, Los Angeles	District 58
Hon. Greig Smith, Los Angeles	District 59
Hon. Eric Garcetti, Los Angeles	District 60
Hon. Jose Huizar, Jr., Los Angeles	District 61
Hon. Janice Hahn, Los Angeles	District 62
Hon. Thomas Buckley, Lake Elsinore	District 63
Hon. Debbie Cook, Huntington Beach	District 64
Hon. Tim Jasper, Apple Valley	District 65

# REGIONAL COUNCIL

## AGENDA

PAGE #

TIME

*“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee.”*

Meeting Focus: “Air Quality”

- |       |   |                              |    |
|-------|---|------------------------------|----|
| 1.0   | <b><u>CALL TO ORDER &amp; PLEDGE OF ALLEGIANCE</u></b>  | Hon. Gary Ovitt<br>President |    |
| 2.0   | <b><u>PUBLIC COMMENT PERIOD</u></b> – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker’s card to the Executive Assistant prior to speaking. A speaker’s card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes. |                              |    |
| 3.0   | <b><u>CONSENT CALENDAR</u></b>  |                              |    |
| 3.1   | <b><u>Approval Items</u></b>  |                              |    |
| 3.1.1 | <u>Minutes of May 3, 2007 Meeting Attachment</u>  |                              | 1  |
| 3.1.2 | <u>Sponsorship of the World Conference on Transport Research Attachment</u>   |                              | 6  |
| 3.1.3 | <u>EPA Grant for Smart Growth Streets and Emergency Response Attachment</u>   |                              | 7  |
| 3.1.4 | <u>FHWA Grant for Integrating Transportation and Resource Planning to Develop Ecosystem Based Infrastructure Projects Attachment</u>  |                              | 9  |
| 3.1.5 | <u>Fulbright &amp; Jaworski Contract Attachment</u>   |                              | 11 |
| 3.1.6 | <u>Contracts Over \$250,000 Attachment</u>  |                              | 13 |

# REGIONAL COUNCIL

## AGENDA

	PAGE #	TIME
3.1 <b><u>Approval Items – Cont'd</u></b>		
3.1.7 <u>Amendment to the SCAG Travel Policy and Guidelines Attachment</u>	20	
3.1.8 <u>Aviation Task Force Recommendation for SCRAA Standing Committees Attachment</u>	21	
3.1.9 <u>I-710 EIR/EIS MOU and Funding Agreement Update Attachment</u>	22	
3.2 <b><u>Receive &amp; File</u></b>		
3.2.1 <u>Contracts/Purchase Orders and MOUs between \$5,000 - \$250,000 Attachment</u>	24	
3.2.2 <u>CFO Monthly Financial Report for April 2007 Attachment</u>	35	
3.2.3 <u>2007 State/ Federal Legislative Matrix Attachment</u>	44	
3.2.4 <u>Summary of SCAG Legislative Positions Attachment</u>	116	
4.0 <b><u>PRESIDENT'S REPORT</u></b>		
4.1 <u>Committee Appointments</u>		
4.2 <u>SCAG's Sacramento Legislative Day May 15, 2007 Attachment</u>	124	
4.3 <u>Report on CARB, SCAQMD &amp; SCAG Meeting on May 29, 2007</u>		
4.4 <u>Report July 6, 2007 Air Quality Emergency Program</u>		

# REGIONAL COUNCIL

## AGENDA

	<i>PAGE #</i>	<i>TIME</i>
<b>5.0 <u>EXECUTIVE DIRECTOR'S REPORT</u></b>		
5.1 <u>Report from the Executive Director</u>		
<b>6.0 <u>ACTION ITEMS</u></b>		
6.1 <b><u>Administration Committee Report</u></b>	<b>Hon. Toni Young, Chair</b>	
6.1.1 <u>State Lobbyist Contract Attachment</u>		126
Recommended Action: Approve		
6.1.2 <u>Federal Lobbyist Contract Attachment</u>		128
Recommended Action: Approve		
6.2 <b><u>Energy and Environment Committee Report (EEC)</u></b>	<b>Hon. Dennis Washburn, Chair</b>	
6.2.1 <u>PEIR Addendum and Conformity Determination for the Final RTP Amendment Attachment</u>		130
Recommended Action: Approve		
6.3 <b><u>Transportation and Communications Committee (TCC)</u></b>	<b>Hon. Harry Baldwin, Chair</b>	
6.3.1 <u>Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8 Attachment</u>		132
Recommended Action: Adopt Resolution # 07-488-1 approving 2004 RTP and the Final Amendment No. 8 to the 2006 RTIP and corresponding PEIR Addendum and Conformity Determination.		

# REGIONAL COUNCIL

## AGENDA

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		PAGE #	TIME
6.4	<u>Community, Economic &amp; Human Development Committee (CEHD)</u>	Hon. Jon Edney, Chair	
6.4.1	<u>Report on Housing Summit</u>		
6.5	<u>Communications &amp; Membership Subcommittee</u>	Hon. Glen Becerra, Chair	
7.0	<u>INFORMATION ITEMS</u>		
7.1	<u>2007 AQMP Update</u>	Jacob Lieb SCAG Staff	
	Report on adoption hearing for the 2007 AQMP by the SCAQMD on June 1, 2007.		
8.0	<u>FUTURE AGENDA ITEMS</u>		
	Any committee member desiring to place item on a future Agenda may make such a request.		
9.0	<u>ANNOUNCEMENTS</u>		
10.0	<u>ADJOURNMENT</u>		
	Due to the Fourth of July holiday, the next meeting of the Regional Council will be held on July 12, 2007 at SCAG offices in downtown Los Angeles.		

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NO. 487  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL  
May 3, 2007  
MINUTES

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Regional Council (RC) of the Southern California Association of Governments held its meeting at the Millennium Biltmore Hotel. The meeting was called to order by President Yvonne Burke, Supervisor, Los Angeles County. There was a quorum.

**Members Present**

Hon. Yvonne, Burke, Los Angeles County, President	
Hon. Gary Ovitt, San Bernardino County, 1 <sup>st</sup> Vice President	
Hon Richard Dixon, Lake Forest 2 <sup>nd</sup> Vice President	District 13
Hon. Chris Norby, Orange County	
Hon. Jon Edney, El Centro	District 1
Hon. Greg Pettis, Cathedral City	District 2
Hon. Bonnie Flickinger, Moreno Valley	District 3
Hon. Ron Loveridge, Riverside	District 4
Hon. Larry McCallon, Highland	District 7
Hon. Deborah Robertson	District 8
Hon. Paul Eaton, Montclair	District 9
Hon. Alan Wapner, Ontario	District 10
Hon. Lawrence Dale, Barstow	District 11
Hon. Lou Bone, Tustin	District 17
Hon. Christine Barnes, La Palma	District 18
Hon. Sharon Quirk, Fullerton	District 21
Hon. Gene Daniels, Paramount	District 24
Hon. David Gafin, Downey	District 25
Hon. Frank Gurule, Cudahy	District 27
Hon. Judy Dunlap, Inglewood	District 28
Hon. Rae Gabelich, Long Beach	District 29
Hon. Tonia Reyes-Uranga, Long Beach	District 30
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Margaret Clark, Rosemead	District 32
Hon. Keith Hanks, Azusa	District 33
Hon. Barbara Messina, Alhambra	District 34
Hon. Harry Baldwin, San Gabriel	District 35
Hon. Tom Sykes, Walnut	District 37
Hon. Paula Lantz, Pomona	District 38
Hon. Paul Nowatka, Torrance	District 39
Hon. Jim Aldinger, Manhattan Beach	District 40



Hon. Dennis Washburn, Calabasas	District 44
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Debbie Cook, Huntington Beach	District 64
Hon. Tim Jasper, Apple Valley	District 65

### **Members Not Present**

Hon. Victor Carrillo, Imperial Valley	
Hon. Zev Yaroslavsky, LA County	
Hon. Toni Young, Port Hueneme, Immediate Past President	District 45
Hon. Ron Roberts, Temecula	District 5
Hon. Lee Ann Garcia, Grand Terrace	District 6
Hon. Paul Glabb, Laguna Niguel	District 12
Hon. Leslie Daigle, Newport Beach	District 14
Hon. Robert Hernandez, Anaheim	District 19
Hon. John Beauman, Brea	District 22
Hon. Art Brown, Buena Park	District 21
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Hon. Jack Weiss, Los Angeles	District 52
Hon. Tony Cardenas, Los Angeles	District 53
Hon. Alex Padilla, Los Angeles	District 54
Hon. Bernard Parks, Los Angeles	District 55
Hon. Jan Perry, Los Angeles	District 56
Hon. Herb Wesson, Los Angeles	District 57
Hon. Bill Rosendahl, Los Angeles	District 58
Hon. Greig Smith, Los Angeles	District 59
Hon. Eric Garcetti, Los Angeles	District 60
Hon. Jose Huizar, Jr., Los Angeles	District 61
Hon. Janice Hahn, Los Angeles	District 62
Hon. Thomas Buckley, Lake Elsinore	District 63
Hon. Antonio Villariagosa, Los Angeles	At-Large
Hon. Robin Lowe, Hemet	RCTC
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Andy Masiel, TASIN	

### **Staff Present**

Mark Pisano, Executive Director  
 Jim Gosnell, Deputy Executive Director  
 Wayne Moore, Chief Financial Officer  
 Colin Lennard, General Counsel  
 Joanna Africa, Interim Chief Counsel

Justine Block, Deputy Legal Counsel  
Hasan Ikhrata, Director, Planning & Policy  
Keith Killough, Director, Information Services  
Sylvia Patsaouras, Acting Director, Government and Public Affairs  
Shelia Stewart, Executive Assistant

## **1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE**

President Burke called the meeting to order.

## **2.0 PUBLIC COMMENT PERIOD**

There were no comments.

## **3.0 CONSENT CALENDAR**

Item 3.2.1 was removed for discussion. Motion was made (Daniels) to approve the remainder of the consent calendar. Motion was SECONDED (Bone) and unanimously approved.

### **3.1 Approval Items**

#### **3.1.1 Minutes of April 5, 2007 Meeting**

It was noted that Councilmember Quirk attended the meeting.

#### **3.1.2 So. California National Freight Gateway Strategy MOU**

#### **3.1.3 Co-sponsorship of the Earthquake Awareness and Preparedness Conference**

#### **3.1.4 State Office of Emergency Services Grant Funding for Earthquake Preparedness**

#### **3.1.5 FTA 5339 Alternative Analysis Discretionary Program Grant Funds**

### **3.2 Receive & File**

#### **3.2.2 CFO Monthly Financial Report for March 2007**

#### **3.2.3 2007 State/ Federal Legislative Matrix**

#### **3.2.4 Update on SB 12**

#### **3.2.5 SCAG's Sacramento Legislative Day Overview**

### **Item pulled**

#### **3.2.1 Contracts/Purchase Orders and MOUs between \$5,000 - \$250,000**

Councilmember Lantz expressed concerns regarding receipt of low bids on contracts. Supervisor Norby stated that a process should be created to encourage interested parties to continue bidding on contracts. He recommended that a database be maintained for purposes of keeping information on individuals that previously placed bids on contracts.

- **PRESIDENT'S REPORT**

#### **Regional Council District Representative Election Results**

District # 23	Hon. Larry Nelson, Artesia (Newly Elected)
District # 25	Hon. David Gafin, Downey (Re-elected)
District # 31	Hon. Stan Carroll, La Habra Heights (Re-elected)

#### **Subregional Representatives to Policy Committees**

Representing OCCOG

Hon. Cathy Green, Huntington Beach, to CEHD

Hon. Nancy Gardner, Newport Beach, to EEC

Hon. Bert Hack, Laguna Woods, to TCC

Hon. Stan Carroll, La Habra Heights, to TCC

#### **Regional Comprehensive Plan (RCP) Task Force**

Mike Miller, West Covina Chamber of Commerce, Ex-Officio

#### **Solid Waste Task Force**

Mike Miller, West Covina Chamber of Commerce, Ex-Officio

#### **Water Policy Task Force**

Hon. Sam Pedroza, Claremont

#### **Search Committee**

Hon. Gary Ovitt, San Bernardino County

Hon. Toni Young, Port Hueneme

Hon. Harry Baldwin, San Gabriel Valley

Hon. Ron Roberts, Temecula

## **4.0 ACTION ITEMS**

### **4.1 Administration Committee Report**

#### **4.1.1 2007-08 Overall Work Program (OWP) Budget**

Motion was made (Washburn) to waive reading and approve Resolution #07-487-1 adopting the 2007-08 OWP Budget Motion was SECONDED (Gurule) and unanimously approved.

#### 4.2 **Energy and Environment Committee Report (EEC)**

##### 4.2.1 **2007 South Coast Air Quality Management Plan (AQMP)** **Air Quality Health Crisis**

Councilmember Washburn, Chair, reported that the EEC recommended adopting Resolution #07-487-2 approving Appendix IV-C of the 2007 AQMP and urging the declaration of a state and federal emergency to address the Air Quality Health Crisis.

Motion was made (Washburn) to adopt Resolution #07-487-2. Motion was SECONDED (McCallan).

Councilmember McCallan also asked that the Resolution make reference to SCAG's participation in the MOU approved under Consent today (Item 3.1.2).

Concerns were raised regarding the language which gives the SCAQMD enforcement of the Clean Air Act. Joann Africa, Interim Chief Counsel, stated that the intent of the language is not to give the authority the SCAQMD, but to allow for stricter enforcement of the Clean Air Act.

After discussion Councilmember Washburn recommended that the language be amended as follows: "Prepare and advocate for legislation at the state and federal levels to immediately resolve this crisis, such as legislation which ~~delegates authority to SCAQMD to~~ *is consistent with SCAG policy and* allows stricter enforcement of the Clean Air Act.

Councilmember Lantz expressed a concern regarding using the language "such as" within the report. She recommended that the amended language reflect maintaining the current priorities.

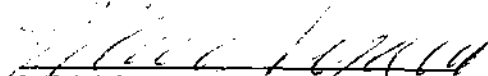
There were no objections. The motion amending the recommendation was unanimously approved.

#### 5.0 **ANNOUNCEMENTS**

Due to the Fourth of July holiday, the next meeting of the Regional Council will be held on Thursday, July 12, 2007.

#### 6.0 **ADJOURNMENT**

The next meeting of the Regional Council will be held in conjunction with the Retreat in Lake Arrowhead on June 7, 2007.

  
Mark Pisano, Executive Director

# REPORT

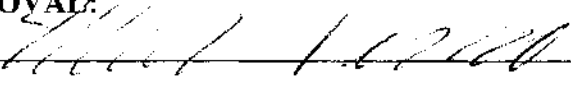
**DATE:** June 7, 2007

**TO:** Administrative Committee  
Regional Council

**FROM:** Wayne Moore, Chief Financial Officer, 213-236-1804, [moorc@scag.ca.gov](mailto:moorc@scag.ca.gov)

**SUBJECT:** Sponsorship of the World Conference on Transport Research

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Authorize the supplemental appropriation of \$5,000 from the General Fund Balance to support the World Conference on Transport Research to be held June 24 - 28, 2007.

**BACKGROUND:**


The University of California Transportation Center at University of California (U.C.), Berkeley, and the Institute of Transportation Studies are hosting the World Conference on Transport Research to be held June 24-28, 2007 at U.C. Berkeley. Over 1,000 researchers and practioners from all over the world will be attending the conference to investigate and promote the state of the art and state of the practice in all areas of transportation. Topics to be covered include: innovations in transportation policy and practice; urban goods movement problems and solutions; transportation, land use and urban design; transportation safety policy and analysis; ports and airports; and transportation finance.

Major conference supporters include Caltrans, USDOT Research and Innovative Technology Administration, Metropolitan Transportation Commission and Federal Highway Administration.


**FISCAL IMPACT:**

\$5,000 in available fund balance from the SCAG General Fund will be appropriated to sponsor the World Conference on Transport Research.

Reviewed  
by:

  
Division Manager

Reviewed  
by:

  
Chief Financial Officer

# REPORT

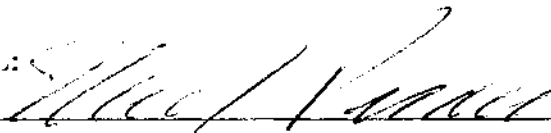
**DATE:** June 7, 2007

**TO:** Administrative Committee  
Regional Council

**FROM:** Wayne Moore, Chief Financial Officer, 213-236-1804, [moore@scag.ca.gov](mailto:moore@scag.ca.gov)

**SUBJECT:** Environmental Protection Agency (EPA) Grant for Smart Growth Streets and Emergency Response

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Authorize SCAG to apply for, and if awarded, accept, EPA grant funds for Smart Growth Streets and Emergency Response projects.

## BACKGROUND:

The EPA seeks to bring together emergency response officials, local government officials, transportation experts and developers seeking to design smart growth neighborhoods to engage in a problem-solving process around the issue of simultaneously meeting the needs for emergency response with the design of smart growth streets. The goal is to create a solution or set of solutions that has the endorsement of these multiple interests and will be applicable nationally across the U.S. and/or in significant regions of the country. Grant funds will also support outreach efforts to educate relevant stakeholders nationally.

## Required Scope Activities:

1. Conduct discussion roundtables including national/state representatives from the following areas:  
Fire/Emergency Response; Local Government; Transportation Engineers, Developers
2. Identify high priority research needs and develop a workplan
3. Establish current best practices guidelines
4. Training and outreach plans

Applications are due June 15, 2007 with awards to be announced in Fall 2007. The EPA expects to award \$150,000 for Phase 1 (years 1 and 2) with the possibility of additional, incremental funding of up to \$500,000 in total over a five year project period. No matching funds are required for this grant, but applications with either in-kind or cash match will be more favorably considered. Funding for future years is dependent on funding availability, agency priorities and applicant performance. EPA may award up to three assistance agreements nationwide.

# REPORT

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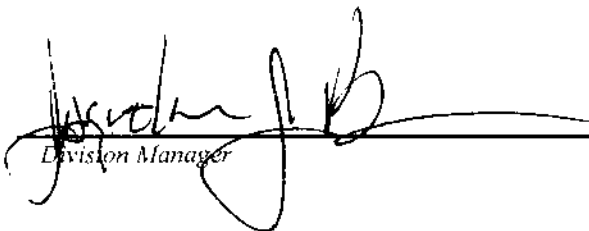
Administrative Committee  
Regional Council  
June 7, 2007

EPA grant funds will expand the financial resources available to SCAG to address transportation safety and security issues, as well as the integration of land use, transportation and environmental planning.

## FISCAL IMPACT:

If awarded, the grant funds and the required associated match will be included in SCAG's Comprehensive Budget to conduct the approved project.

Reviewed  
by:

  
*Division Manager*

Reviewed  
by:

  
*Chief Financial Officer*

# REPORT

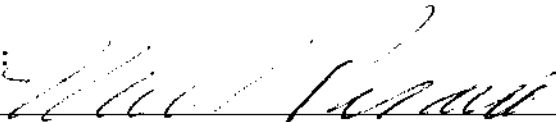
**DATE:** June 7, 2007

**TO:** Administrative Committee  
Regional Council

**FROM:** Wayne Moore, Chief Financial Officer, 213-236-1804, [moore@scag.ca.gov](mailto:moore@scag.ca.gov)

**SUBJECT:** FHWA Grant for Integrating Transportation and Resource Planning to Develop Ecosystem Based Infrastructure Projects

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Authorize SCAG to apply for, and if awarded, accept, FHWA grant funds for the program entitled "Integrating Transportation and Resource Planning to Develop Ecosystem Based Infrastructure Projects."

## BACKGROUND:

This grant will fund projects aimed at the integration of infrastructure and ecological planning efforts to develop ecosystem based approaches for transportation related efforts that may be used as case studies and best practices to be promoted nationwide. The grant funding supports the requirements of current transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which specifically incorporates environmental planning factors in the statewide and metropolitan planning process, and requires that transportation planning agencies consult, as appropriate, with natural resource planning and protection agencies to coordinate and compare planning efforts and products.

Eligible project activities include:

- Partnering and Data - partnership building by convening multiple agencies and stakeholders; data sharing, data gathering
- Integration of Conservation and Transportation Planning - resource assessment to identify the most critical conservation areas; conservation planning; integrated planning; ecosystem mitigation
- Performance Monitoring - to assess ecosystem health and stewardship, development of performance measures and monitoring systems; agency performance measures development

The maximum amount for each grant is \$100,000, with one million dollars to be awarded nationwide. Applications are due June 22, 2007, with funding to be awarded September 14, 2007. Eligible applicants include any state or local entity. These monies would expand the funding



# REPORT

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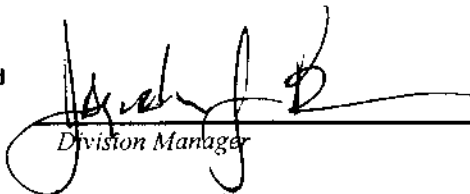
Administrative Committee  
Regional Council  
June 7, 2007

available to SCAG for transportation-related, environmental planning activities. A 50% match, either cash or in-kind support, is required for this grant and SCAG will work with partner agencies to obtain the required matching funds.


## FISCAL IMPACT:

If awarded, the grant funds and the required associated match will be included in SCAG's Comprehensive Budget to conduct the approved project.

Reviewed  
by:

  
Division Manager

Reviewed  
by:

  
Chief Financial Officer

# REPORT

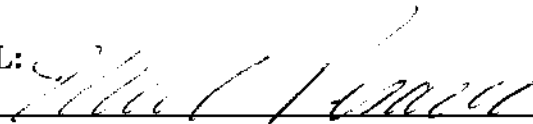
**DATE:** June 7, 2007

**TO:** Administration Committee  
Regional Council

**FROM:** Joann Africa, Interim Director of Legal Services, 213-236-1928, [africa@scag.ca.gov](mailto:africa@scag.ca.gov)

**SUBJECT:** Fulbright & Jaworski Contract

**EXECUTIVE DIRECTOR'S APPROVAL:**



## **RECOMMENDED ACTION:**

Authorize amendment to the Fulbright & Jaworski contract to increase maximum amount payable by \$50,000 for Fiscal Year 2006-2007, and to continue contract on a month-to-month basis starting July 1, 2007.

## **BACKGROUND:**

The Regional Council previously authorized the retention of Fulbright & Jaworski and in particular, Colin Lennard, to serve as SCAG's General Counsel. Mr. Lennard has served as SCAG's General Counsel for over twenty years. Under the terms of the existing contract, Mr. Lennard or his designee provide legal services as requested by the Regional Council, the Executive Director and the Chief Counsel. All legal services performed by Fulbright & Jaworski firm are billed at the blended rate of \$350 per hour, and the maximum amount payable under the contract is \$200,000.

Due to additional legal costs, including those associated with services related to such issues as subregional audits, RHNA, and air quality matters, it is necessary to increase the maximum contract amount payable for this fiscal year by \$50,000. These services include the work of Jeff Margulies from Fulbright & Jaworski who served as legal counsel to the RHNA Appeals Board and prepared the written decisions of the Board regarding the more than 60 appeals and revision requests filed by local jurisdictions.

In addition, because the contract expires on June 30, 2007, it is necessary to extend the term of the contract to allow services to continue beyond this date. Based upon previous comments and questions by the Regional Council regarding this contract, it had been staff's intent to use a competitive process for selecting the General Counsel prior to the expiration of the Fulbright contract. However, with the departure of Karen Tachiki as Chief Counsel in February 2007, staff felt it would be in SCAG's best interests to not start this process until the Chief Counsel position had been filled. Staff anticipates completing the recruitment for the Chief Counsel position by the end of July 2007, and thereafter, will commence the competitive selection process for General Counsel. In the meantime, it is necessary to extend the term of the contract, and staff proposes to do so on a month-to-month basis starting July 1, 2007. All other terms and conditions of the agreement would remain the same.

## **FISCAL IMPACT:**

Funding for the proposed amendment is included in the FY 2006-2007 and FY 2007-2008 Budgets for Legal Services, and will be allocated as appropriate between the General Fund and Indirect Costs Fund.

# REPORT

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Reviewed by:

  
\_\_\_\_\_  
*Division Manager*

Reviewed by:

  
\_\_\_\_\_  
*Department Director*

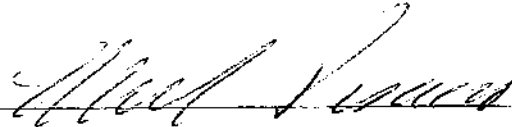
Reviewed by:

  
\_\_\_\_\_  
*Chief Financial Officer*

# REPORT

**DATE:** June 7, 2007  
**TO:** Administration Committee and Regional Council  
**FROM:** Leyton Morgan, Manager of Contracts  
**SUBJECT:** Contracts Over \$250,000

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve

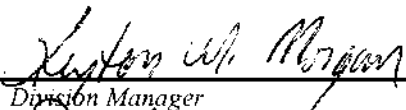
## BACKGROUND:

- The Planning Center \$268,349  
(Identification of 6-8 Compass Blueprint  
Demo. Projects, and specific development and  
re-development opportunities with each test city)
- Iteris, Inc, dba Meyer Mohaddes Associates \$267,030  
(Study and evaluate the adequacy of existing  
freeway system and streets serving all modes of  
transportation including transit in Downtown LA)


## FISCAL IMPACT:

The cost associated with The Planning Center contract are captured in Work Element Number 07-065.SCGC3. The costs associated with the Iteris contract are captured in Work Element Number 06-060.SCGC1.

Reviewed by:

  
Division Manager

Reviewed by:

  
Chief Financial Officer

## **CONSULTANT CONTRACT**

**Consultant:** The Planning Center

**Scope:** As it matures, the San Gabriel Valley is facing significant challenges related to jobs/housing imbalances, traffic congestion and land use patterns that often constrain the general livability of the local cities. Recent growth visioning efforts in the subregion, ongoing redevelopment projects and plans, and an interest among local governments in linking transportation and land use planning have laid the groundwork for implementation of the Compass Blueprint Growth Vision and 2% Strategy. Transit resources including the Metrolink San Bernardino and Riverside lines, the Metro Gold Line and the potential Gold Line phase II extension will be keys to supporting redevelopment and redevelopment will support new investments in transit.

The consultant will identify six to eight (6-8) Compass Blueprint Demonstration Project cities in the San Gabriel Valley and specific development and redevelopment opportunities within each city, create site-specific growth visions and (re)development plans to capitalize on these opportunities, and offer detailed implementation strategies and supporting materials for each Demonstration Project. Work will focus on mixed-use redevelopment and infill near existing and potential transit facilities and may lead to city General Plan changes consistent with Compass Blueprint and other regional plans. Implementation strategies will describe specific institutional and financial mechanisms to incentivize investment in these areas and to move forward with transit-supporting and pedestrian-friendly development consistent with the principles in the regional Compass Blueprint.

1. The Planning Center shall review local planning and development documents, review the status of recently developed or planned projects and studies in the project area for consistency with the Compass Blueprint Strategy. The due diligence may also consist of interviews with key planning staff, elected officials, and stakeholders and/or GIS screening analysis.

2. Opportunity Sites Report - After input is gathered from both the kickoff meeting and due diligence, The Planning Center shall draft a written report identifying six to eight demonstration project cities and specific strategic opportunity areas for (re)development and planning studies consistent with the principles of Compass Blueprint.

3. Develop City Specific Work Programs

Potential demonstration projects shall be examined for feasibility, the level of implementation required following the completion of the demonstration project, and the level of effort required by the

consultant team. Work programs shall include scopes of work, schedules, budgets and teaming responsibilities.

#### 4. Work Products and Final Reporting

The consultant team shall complete the tasks identified in the city-specific demonstration project scopes of work developed under Task 2 for each of the selected cities. The demonstration projects identified as part of Tasks 1 and 2 may facilitate many approaches. For example, broader, multi-jurisdictional corridor planning opportunities may arise (outside of the Gold Line efforts). Alternatively, individual jurisdictions may seek specific, targeted services for a variety of relatively unrelated projects within their boundaries (three applications have already been submitted to SCAG that reflect this approach). A combination of these and other approaches may also be possible. The consultant team shall, depending on the requirements of the city-specific scopes, provide planning services including, but not limited to:

- **Stakeholder Outreach and Involvement:** Planning, coordination and execution of community outreach and workshops/charettes, including all aspects of stakeholder outreach and involvement; workshop notice, site logistics, outreach execution, documentation, and follow-up.
- **Scenario Planning/Growth Visioning:** Based on outreach efforts and other relevant information performed in Task 1 or as part of this task, the consultant may be required to quickly generate a variety of growth and development scenarios consistent with the Compass Blueprint principles for the demonstration project areas.
- **Conceptual Land Use Plans:** Based upon the analysis conducted and visions generated as part of the scenario planning, the consultant team may be required to develop a conceptual land use plan for each demonstration project that includes, but is not limited to, identification of appropriate types of land uses, densities and scales of development, site-specific opportunities to recycle vacant or underutilized buildings and sites, potential transportation alternatives, and economic development opportunities.
- **Implementation Strategies and Marketing Materials:** The consultant Team shall work with the representatives of each demonstration project to determine the most effective tools for marketing and implementing the proposed actions within the scope of work. Implementation action plans shall be designed to assist the affected local governments in developing public support for the visions in the respective areas and shall support actions to incorporate the visions into local general plans.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$268,349</b>
	The Planning Center (prime)	\$95,349
	Susan DeSantis (subcontractor)	\$24,500
	IBI Group (subcontractor)	\$30,500
	Arellano Associates	\$38,500
	Gonzalez Goodale	\$11,500
	LAEDC	\$24,500
	Solimar	\$43,500

**Contract Period:** June 7, 2007 through June 7, 2008

**Work Element:** 07-065.SCGC3      \$268,349      Funding Sources: Consolidated  
Planning Grant – FTA & TDA

**Request for Proposal:** SCAG staff notified 421 firms of the release of RFP No. 07-065. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. A total of 45 firms downloaded the RFP. The following two proposals were received in response to the solicitation:

Moule & Polyzoides (3 subcontractors)	\$274,211
The Planning Center (6 subcontractors)	\$274,990

*Pre-Award Audit Reduced price from  
\$274,990 to \$268,349*

**Selection Process:** The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Peter Brandenburg, Senior Regional Planner, SCAG  
Mark Butala, Program Manager, SCAG  
Mark Gallatin, City Planner, City of San Gabriel  
Larry Onaga, Assistant Director of Communication Development,  
City of Azusa  
Linda Taira, Branch Chief – Corridor Studies, Caltrans Dist. 7  
Minh Thai, Planning Services Manager, City of El Monte

**Basis for Selection:** The PRC recommends The Planning Center for the contract award because of the firm's qualifications to fulfill the requirements of the project. The firm has extensive successful experience with other Compass implementation projects and land use and transportation planning integration projects in the San Gabriel Valley. This experience with other Compass projects and in the San Gabriel

Valley cities was not demonstrated by the other respondent firm. The Planning Center's established contacts with local government and other stakeholders in the valley will greatly help them identify demonstration project sites and complete demonstration projects in a timely manner. Furthermore, the Planning Center proposed an approach that will allow their consultant team to break into separate project teams and to work on multiple demonstration projects simultaneously. This will be important for finishing the scope of this contract in the time allotted. The other respondent proposed a smaller less flexible team, prompting questions of whether they could finish the work in the time allotted.

The Planning Center has assembled a qualified and experienced team of sub-consultants, with experience in Compass Blueprint projects that can provide the full range of planning services to local governments in the San Gabriel Valley. Gonzalez|Goodale shall support The Planning Center's planning and design services. IBI Group (IBI) shall provide direction on circulation and transit planning. The Los Angeles County Economic Development Corporation (LAEDC) and Solimar Research Group (Solimar) shall lead redevelopment planning and economic analysis efforts. Arellano Associates (AA) shall be responsible for consensus building and marketing, while Susan DeSantis Consulting shall provide insight into local and regional governance.



## **CONSULTANT CONTRACT**

**Consultant:** Iteris, Inc (dba Meyer, Mohaddes and Associates)

**Scope:** The proposed project will study and evaluate the adequacy of the existing freeway system and streets serving all modes of transportation including transit in Downtown Los Angeles. This is in light of shifts in regional traffic patterns, increasing number of trucks, transit vehicles, interchange congestion, and changes in Downtown land uses, specifically new high density residential communities, and major activity centers, such as the Staples Center, the Cathedral of Our Lady of the Angels, and the Walt Disney Concert Hall.

The study will identify measures that should improve surface streets including freeway access to and from major attractions in and around downtown; alleviate congestion at major arterial intersections and freeway-to-freeway interchanges; improve freeway ingress/egress by relocating or reconfiguring freeway ramps at City street intersections.

Public outreach will also be conducted to reach consensus among elected officials, transit officials, affected public agencies and key stakeholder groups in the community about the measures to improve freeway capacity, operations, and access.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$267,030</b>
	Meyer, Mohaddes Associates (prime)	\$170,197
	Banerjee & Associates (subcontractor)	\$ 50,000
	Nolan Consulting (subcontractor)	\$ 36,833
	Wiltec (subcontractor)	\$ 10,000

*The result of the pre-award audit reduced the cost from \$299,959*

**Contract Period:** July 1, 2007 through December 31, 2008

**Work Element:** 06-060.SCGC1      \$267,030      Funding Source: State Planning and Research (SPR)

**Request for Proposal:** SCAG staff notified 417 pre-qualified firms of the release of RFP No. 07-070. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. A total of 58 firms downloaded the RFP. The following two proposals were received in response to the solicitation:

Fehr & Peer Associates, Inc. (3 subcontractors)	\$299,755
Meyer, Mohaddes Associates (3 subcontractors)	\$299,959

**Selection Process:**

The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Irwin Chodash, Transportation Engineer, City of Los Angeles  
Ken Husting, Principal Transportation Engineer, City of Los Angeles  
Shawn Kuk, Associate Planner, SCAG  
David Sosa, Chief, Regional Transportation Branch, Caltrans, Dist. 7

**Basis for Selection:**

The PRC committee recommends Meyer, Mohaddes Associates (MMA) for the contract award because of the firm's qualifications to fulfill the requirements of the project, the results of the proposal submitted, and its performance during the interview process. All the tasks were clearly described in the response and the response was focused on the project objectives.

Meyer, Mohaddes Associates and their subcontractors have significant experience in the downtown area, and their relationship with stakeholders and agencies were also favorable.

During the interview, Meyer, Mohaddes Associates indicated strong capability to perform traffic model simulations of the project area. The Downtown Los Angeles Transportation System Study is to serve as a follow up to the Downtown Los Angeles Circulation Study. Through the interview process it was clear that the firm played a significant role in bringing the Downtown Los Angeles Circulation Study to its present phase which would afford them critical insight in performing the tasks included in the scope of work for this project.

The familiarity that the team members have with various aspects of the study (program/alternatives development, political dynamics, local agency programs, and personnel) gives them a competitive edge toward meeting the needs of this project.

Also, there was a well thought-out balance between public outreach and technical analysis reflected in the scope of work. Meyer, Mohaddes Associates proposed an ambitious but realistic schedule for project completion, well within the eighteen month duration.

# REPORT

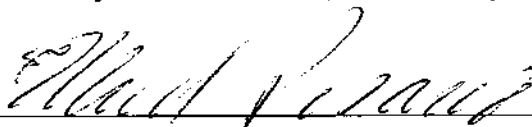
**DATE:** June 7, 2007

**TO:** Administration Committee  
Regional Council

**FROM:** Wayne Moore, Chief Financial Officer, (213) 236-1804, [moore@scag.ca.gov](mailto:moore@scag.ca.gov)

**SUBJECT:** Amendment to the SCAG Travel Policy and Guidelines (Travel Policy)

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Recommend approval to amend, in part, the "Lodging Rates" section of the SCAG Travel Policy effective June 7, 2007, as follows:

**From:** Section a) Actual up to \$84.00, Statewide, plus taxes and surcharges Exception: If there is a SCAG Board function that an employee must attend and the hotel rate exceeds the SCAG allowable rate, the Executive Director can authorize the amount of the lodging that exceeds the SCAG allowable rate to be paid out of the general fund.

**To:** Section a) Actual up to \$84.00, Statewide, plus taxes and surcharges Exception: If an employee may be staying at a hotel where the rate exceeds the SCAG allowable lodging rate, with prior approval requested by the employee, the Executive Director can authorize the amount of the lodging that exceeds the SCAG allowable rate to be paid out of the general fund.

## BACKGROUND:

On various occasions, business related meetings, conferences, workshops, or other events may take place at a hotel meeting facility whereby the lodging rate exceeds the current allowable rate. In these instances, it may be more cost effective for SCAG to allow an employee to stay at the hotel where the event is taking place rather than having the employee commute back and forth to the event hotel. Otherwise, employees would have to absorb the difference between the actual cost of lodging and the allowable rate. The Regional Council previously approved the recommended exception for out-of-state travel.

## FISCAL IMPACT:

None

Reviewed by:

  
Chief Financial Officer

# REPORT

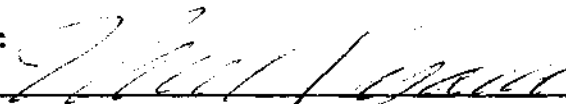
**DATE:** June 7, 2007

**TO:** Regional Council  
Transportation and Communications Committee

**FROM:** Michael Armstrong, Aviation Program Manager  
[213-236-1914/armstron@scag.ca.gov](mailto:213-236-1914/armstron@scag.ca.gov)

**SUBJECT:** Aviation Task Force Recommendation for SCRAA Standing Committees

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve the SCAG Aviation Task Force recommendation that the Aviation Task Force and the SCAG Aviation Technical Advisory Committee (ATAC) serve as advisory committees to the Southern California Regional Airport Authority (SCRAA), and that the proposed standing committees of the SCRAA be expanded to include independent representation from the business element of general aviation.

## BACKGROUND:

At its last meeting on April 10, 2007, the SCAG Aviation Task Force discussed several options being considered by the Southern California Regional Airport Authority (SCRAA) to restructure its organization and expand its membership, including the proposed formation of several standing/advisory committees. Concern was expressed that the formation of a SCRAA air operations standing committee with airport and aviation industry representation would have overlapping membership with the Aviation Task Force and ATAC, and would duplicate their responsibilities. Concern was also expressed that the standing committees as proposed would have no formal representation from business/corporate aviation. The Aviation Task Force therefore recommended that the Aviation Task Force and ATAC serve as advisory committees to the Southern California Regional Airport Authority (SCRAA), and that the proposed standing committees of the SCRAA be expanded to include independent representation from the business element of general aviation.

## FISCAL IMPACT:

None


Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

# REPORT

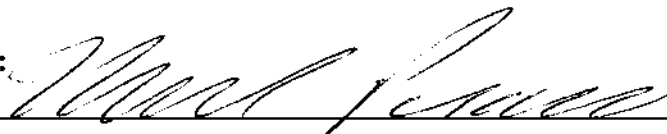
**DATE:** June 7, 2007

**TO:** Administration Committee  
Regional Council

**FROM:** Philip Law, Corridors Program Manager, 213-236-1841, law@scag.ca.gov

**SUBJECT:** I-710 EIR/EIS Funding Agreement

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Direct SCAG staff to develop a Funding Agreement with the MTA that would commit SCAG to \$3 million—comprising \$2 million in direct support and \$1 million in “in-kind” activities—over the duration of the project, which is expected to be 43 months.

The direct support would be provided as follows:

Fiscal Year (FY) 2007/2008:	\$300,000
FY 2008/2009:	\$850,000
FY 2009/2010:	\$850,000
Total direct support:	\$2,000,000

**BACKGROUND:**

Pursuant to the I-710 EIR/EIS MOU approved by the Regional Council on September 14, 2006, staff is continuing to work with MTA to develop the Funding Agreement outlining the specific funding terms and mechanisms for this project. At the time of the MOU development, it was envisioned that SCAG would contribute \$3 million to this project over three years, composed of \$1 million in direct support and \$2 million in “in-kind” contributions.

However, based upon recent discussions with MTA regarding the project schedule and SCAG staff availability for “in-kind” work during this RTP cycle, staff will recommend to the Regional Council that SCAG’s commitment be \$2 million in direct support and \$1 million in “in-kind” contributions over three years. This approach would be the most efficient use of SCAG resources to contribute towards this effort and avoid any potential costly delays to the EIR/EIS work. Staff anticipates presenting the TCC and the Regional Council with a Funding Agreement for approval on July 12, 2007.

**FISCAL IMPACT:**

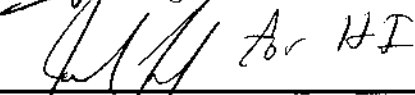
This action would commit SCAG to \$2 million cash over three fiscal years, FY 2007/2008 through 2009/2010. The FY 2007/2008 OWP includes \$300,000 towards this commitment. The \$1 million in “in-kind” activities will be part of the normal course of SCAG activities during this period.

# REPORT

Reviewed by:

  
\_\_\_\_\_  
*Division Manager*

Reviewed by:

  
\_\_\_\_\_  
*Department Director*

Reviewed by:

  
\_\_\_\_\_  
*Chief Financial Officer*

# MEMO

**DATE:** June 7, 2007  
**TO:** Administration Committee and  
Regional Council  
**FROM:** Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov  
**SUBJECT:** Contracts and Purchase Orders between \$5,000 - \$250,000

## RECOMMENDED ACTION:

Information Only

## BACKGROUND:

### SCAG executed the following Contract(s) between \$5,000 and \$250,000

- Kuzmyak Transportation Consultant, LLC & Center for Neighborhood Technology (demonstration of how the Regional Blueprint Planning Grant will be used to plan for the region's 20-year housing and employment needs) \$210,640
- University of California, Los Angeles (UCLA) \$79,000  
(Estimating the infill potential of industrially designated land in unincorporated LA County that fall within the Compass 2% Strategy defined centers and corridors)
- Center for Continuing study of California Economy (CCSCE) \$74,964  
(Review the framework, procedure, and methodology that SCAG used to develop policy forecasts.)

### SCAG executed the following Purchase Order(s) between \$5,000 and \$250,000

- Info USA Marketing, Inc. – Attachment \$57,350  
(Employment Database)
- SAS Institute, Inc. \$13,033  
(Annual Software Renewal)
- Dell Marketing \$10,633  
(Backup Server)
- Ametron Audio/Video Inc. \$10,469  
(Audio/Video Equipment for Riverside Office)
- Dell Marketing \$10,228  
(Windows Server & Windows/Office patches)
- Millennium Biltmore Hotel \$8,000  
(General Assembly)

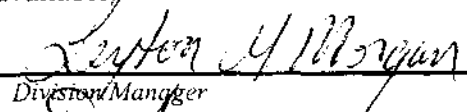
# MEMO

- Aquent, Inc. \$7,500  
(Agency Temp -- Graphics)
- Extti Incorporated \$7,500  
(Executive Managerial Coaching Consultant)
- Consiliant Technologies, Inc. \$5,069  
(Hardware for Storage Area Network)
- Ontario Convention Center \$3,000  
(Deposit for August 2007 Earthquake Conference)
- John Husing \$2,500  
(Facilitate RC Retreat)
- La Jolla Institute \$2,500  
(Develop/conduct survey to aid RC)
- Ontario Chamber of Commerce \$2,500  
(2007 Aviation Summit Sponsorship)
- FedEx \$1,500  
(Mail/Courier Services)

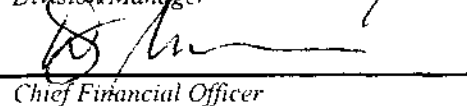
## FISCAL IMPACT:

None. Funding is available.

Reviewed by:

  
Division Manager

Reviewed by:

  
Chief Financial Officer



## **CONSULTANT CONTRACT**

**Consultant:**

Kuzmyak Transportation Consultant, LLC (KTC)  
Center for Neighborhood Technology (CNT)

**Scope:**

The project will demonstrate how the Regional Blueprint Planning grant will be used to plan for the region's 20 year housing and employment needs as they relate to the regional transportation plan and improving mobility. Due to multiple and different skill sets within the project, SCAG has divided tasks between the two consultants. Kuzmyak Transportation Consultant will evaluate transportation scenarios of compass Blueprint benefits related to alternative growth and housing distributions as it relates to the study. The results of this task will then be used to analyze regional transportation plan growth scenarios and transportation modeling assumptions related to the Blueprint Strategy. KTC will then identify changes in emission levels and mobility associated with shifts in development patterns and urban form between Compass 2% critical growth opportunity areas and other places, making recommendations on transportation and land use benefits and assumptions.

Based on these findings, the Center for Neighborhood Technology will then prepare findings and recommendations for a marketing strategy and implementation plan to promote development in areas along the transportation network that have low Transportation and Housing affordability cost index levels. The results of these findings will aid in the development of place based SCAG region transportation and housing affordability cost index. CNT will then present a report of Compass Blueprint Performance Indicators and Community Toolbox, along with six Compass Blueprint Model Case studies showcasing land use support for transit oriented or mixed use development.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$210,640</b>
	<b>Center for Neighborhood Technology</b>	<b>\$98,881</b>
	<b>J. Richard Kuzmyak</b>	<b>\$111,759</b>

February 26, 2007 through September 30, 2007

<b>Work Element:</b>	06-290.SCGC3.2	\$111,759	Funding Source: California Blueprint Grant
	06-290.SCGC4	\$95,881	Funding Source: California Blueprint Grant

**Request for Proposal:** SCAG staff notified 327 firms of the release of RFP No. 07-043. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid

management system. A total of 38 firms downloaded the RFP. The following two proposals were received in response to the solicitation:

Center for Neighborhood Tech. (Proposal Amount \$208,774)	\$98,881
J. Richard Kuzmyak (Proposal Amount \$208,823)	\$111,759

SCAG staff split the contract award in order to fit the best team with the specific work tasks that were best suited to the team. Both teams concurred with our approach.

**Selection Process:**

The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Joe Carreras, SCAG, Blueprint Grant Project Manager  
Guoxiong Huang, SCAG Modeling  
Ty Schuiling, Director of Planning & Programming, SANBAG  
DiAnna Watson, Caltrans-D7  
Frank Wen, SCAG, Growth Forecasting

**Basis for Selection:**

Because this project requires multiple and different skill sets, the PRC has recommended unanimously that the award be split project tasks between the Kuzmyak consultant team and the CNT team. During the selection process, KTC proposed using the pre-processing method, such as 3D design with a walk opportunity index, which will provide a detailed analysis of preferred growth scenarios. Moreover, KTC gave proposals that help to accommodate the SCAG transportation model. KTC is willing and able to meet the highly demanding requirements of this project within a very limited budget.

The CNT team had relatively less technical staff to conduct the first few tasks of the project. However, the CNT team has originality, which indicates that that team will produce insightful results for its tasks. Moreover, it has proposed an advisory committee to address various issues within the project scope, which will result in a more thorough approach to the study. Overall, CNT is well-organized and able to meet the time and budget requirements of this project.

## **CONSULTANT CONTRACT**

**Consultant:** University of California, Los Angeles (UCLA)

**Scope:** With the rapid growth of real estate development throughout the region, Los Angeles County is seeking studies that identify properties for infill development and evaluate the consequences of these new investments. Los Angeles County understands that by channeling real estate investment towards infill sites, sprawl can be better managed. Moreover, encouraging new development within and near to population centers can provide a wide range of economic, environmental, and other social benefits.

The project focuses on estimating the infill potential of industrially designated land in unincorporated Los Angeles County that fall within the Compass 2% Strategy-defined Centers and Corridors. When planned correctly, industrially designated land can potentially offer many opportunities for mixed-use housing (which is currently prohibited). Recent reports issued by the Los Angeles County Economic Development Corporation also support mixed-use residential and light industrial developments as a way of revitalizing obsolete industrial areas in Los Angeles County.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$79,000</b>
	University of California, Los Angeles	\$79,000

Notice to Proceed through December 31, 2007

<b>Work Element:</b>	07-065.LACC1	\$79,000	Funding Source: Consolidated Planning Grant -- FTA
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**Request for Proposal:** SCAG staff notified 340 firms of the release of RFP No. 07-051. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. A total of 41 firms downloaded the RFP. The following two proposals were received in response to the solicitation:

University of California, Los Angeles	\$79,000
Solimar Research Group, Inc.	\$79,003

**Selection Process:** The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Joe Carreras, Program Manager II, SCAG

Charles Lau, Associate Transportation Planner, Caltrans

Julie Moore, Supervising Regional Planner, LA County Department  
of Regional Planning

**Basis for Selection:**

The PRC recommends the University of California, Los Angeles for the contract award because their technical and conceptual approach prevailed over Solimar Research Group's approach. Their wealth of experience in completing similar projects, their in-depth knowledge of the LA County issues and surrounding areas, as well as their creative, innovative and comprehensive approach to the project qualifies them as the best team to develop Phase II of the LA County Urban Infill Estimation Project.

The PRC was impressed with the integration of GIS and Economic analysis in the UCLA proposal. This integration will aid in land use and transportation impact analysis. The PRC was also impressed with the UCLA's transit node analysis, Infill and Economic Strategy Evaluation features and Land Use Opportunity Tracking System (LOTS) GIS portal, which are unique tools that will be used to identify and screen candidate infill parcels and transportation/infrastructure requirements.

## **CONSULTANT CONTRACT**

**Consultant:** Center for Continuing Study of California Economy (CCSCE)

**Scope:** **Background**

The consultant will evaluate and assess the underlying policy implications in areas such as economic development, education and labor force training, etc., of the “baseline or technical forecasts” of the 2007 Integrated Growth Forecasts at the regional/county level. In addition, the consultant will also review the framework, procedure, and methodology that SCAG used to develop the policy forecasts.

Additionally, the consultant will also be requested to develop and recommend the “best practice” policy forecast framework through survey of MPOs, such that the current or future round of Integrated Growth Forecasts will be consistent with underlined demographics/structure change of the economy and policy implications, the updated assumptions of regional growth policies and strategies, including economic growth initiatives, compass blueprint, goods movement strategy, etc.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$74,964</b>
	Center for Continuing Study of California Economy	\$74,964

**Contract Period:** March, 2007 through June 30, 2007

<b>Work Element:</b>	<b>06-055.SCGC2</b>	<b>\$75,000</b>	<b>Funding Sources:</b> Consolidated Planning Grant -- FHWA & FTA
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**Request for Proposal:** SCAG staff notified 152 pre-qualified firms of the release of RFP No. 07-044. The RFP was posted on The Urban Transportation Monitor’s website (Lawleypublications.com), American Planning Association’s website, and SCAG’s bid management system. A total of 24 firms downloaded the RFP. The following two proposals were received in response to the solicitation:

Center for Continuing Study of California Economy (CCSCE) \$74,964  
(2 subcontractors)

Urban Information Associates, Inc. (3 subcontractors) \$75,000

**Selection Process:** The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Frank Wen, Program Manager, SCAG

His-Hwa Hu, Modeling Analyst, SCAG

Tony Van Haagen, Research Program Specialist, Caltrans Dist. 7

**Basis for Selection:**

The PRC committee recommends Center for Continuing Study of California Economy (CCSCE) for the contract award because of the firm's extensive experience involving all major MPOs throughout California, great familiarity with SCAG growth forecasting practices and regional issues, and its innovative/creative approaches to fulfill the requirements of the project.

Specifically, related to Task 1:

- CCSCE has prepared the regional projections for (Sacramento Area Council of Governments (SACOG) and participated in analyzing the policy links between the SACOG projections and the regional economy.
- CCSCE has assisted SCAG in developing regional demographic and economic growth forecasts for more than 25 years. The current SCAG forecasting model and framework is derived and based on the methodology originally developed by CCSCE.
- CCSCE has published more than 25 years the demographic and economic growth forecasts for all major regions in California.
- Dr. Dwell Myers of the USC is the authority in bringing attention to second generation immigrants and their impacts on various regional planning issues.

Specifically, related to Tasks 2 and 3:

- The principal of the CCSCE, Dr. Steven Levy, has actively participated in discussions/dialogues throughout California regarding the demographic and economy changes and their implications/impacts on long term planning issues such as housing, infrastructure, and workforce, etc.
- Dr. Levy is also one of the most requested economists by California media and among national media regarding issues of California economy.
- Dr. Levy also participated in the ongoing discussions over the past two years sponsored by the California Housing and Community Development Department (HCD) and Department of Transportation (Caltrans) toward the goal of developing a common regional projection methodology. Dr. Levy prepared a methodological framework for the HCD committee of MPO representatives.

Specifically, related to Task 4:

- Dr. Levy was one of the invited panel members to SGAG's May 2006 Growth Forecast Panel of Experts. Many policy issues/insights underlined the growth projections were initiated by him.

The most valuable portions of CCSCE's proposal are its creative/innovative approaches to help SCAG to accomplish the objectives. Two examples:

- CCSCE proposed to develop a "Story" link the forecasts with people and economy, not just focus on housing.
- Dr. Levy also suggested developing a marketing/public communication strategy through speech/power point transform growth discussion from density/congestion/goods movement to the economy.

Finally, CCSCE is willing, ready, and able to meet the highly demanding requirements of this project within a very tight schedule.

## **PURCHASE ORDER**

**Vendor:** InfoUSA

**Scope:** The objective of this project is to acquire employment information which will be utilized in the development of employment estimates and forecasts for small areas (e.g. census tracts, transportation analysis zones). The information acquired through this process will also be used as an input into the Integrated Land Use Model. This model will provide a framework for improving land use forecasting methods and create an interaction and feedback between the travel demand model and land use forecasting methodology. The data will also be used as an input to the travel demand model which folds into the Regional Transportation Plan.

The purpose of this project is to acquire a database of all employment locations within the six county region. The information collected includes physical location, number of employees, industry, square footage of the properties, when firm founded and sales at each location.

<b>Purchase Order Amount:</b>	<b>Total not to exceed (\$52,979 + \$4,371 sales tax)</b>	<b>\$57,350</b>
	InfoUSA Marketing	\$52,979

**Contract Period:** April 26, 2006 through June 30, 2008

<b>Work Element:</b>	07-040.SCGS9	\$57,350	Funding Sources: Consolidated Planning Grant -- FHWA
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**Request for Proposal:** SCAG staff notified 193 firms of the release of RFP No. 07-077. The RFP was also posted on SCAG's bid management system. A total of 22 firms downloaded the RFP. The following three proposals were received in response to the solicitation:

InfoUSA	\$52,979
Marketing Information Specialist, Inc (Experian Data)	\$56,600
Marketing Information Specialist, Inc (Dun & Bradstreet Data)	\$56,741



**Selection Process:**

The Proposal Review Committee (PRC) evaluated all three proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations.

The PRC was comprised of the following individuals:

Mike Dean, GIS Manager, Caltrans Dist. 7  
Wesley Hong, Senior Planner, SCAG  
Rongsheng Luo, Senior System Analyst, SCAG  
Javier Minjares, Senior Planner, SCAG  
Dimitris Poulakidas, Program Manager, SCAG

**Basis for Selection:**

In addition to being the lowest price proposer, the PRC recommends InfoUSA for the purchase order award because of the firm's ability to fulfill each of the data element requirements of the project. InfoUSA is willing and able to meet every requirement of this project within the limited budget. They are committed to performing and documenting the required database elements by June 30, 2007. They will provide to SCAG a complete database for calendar year 2006. In addition, they will provide at no additional cost information on all new businesses that have been established within the SCAG region in 2007.

InfoUSA is a leading provider of employment data and has provided similar data for SCAG in the past and is very knowledgeable about key employment issues facing the region. They have performed state-of-the-art employment data collection since the early 1990s. They were also the only proposer that was able to provide SCAG with information on the square footage of the businesses within the SCAG region. The information about the physical size of these businesses is extremely important input to the Integrated Land Use Model implementation. InfoUSA is also recommended because of their knowledge of the subject matter and their proven experience. As one of only a handful of data providers that collects or has access to employment data they have demonstrated the ability to provide high quality and more importantly accurate information.

# MEMO

**DATE:** June 7, 2007

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

**SUBJECT:** CFO Monthly Report for April 2007

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## BACKGROUND:

### Accounting:

Vasquez and Co, LLP, began their interim audit work which is expected to take 2 weeks. To date, no findings have been reported.

The Accounting department developed a new travel expense reimbursement form for elected officials. It will become operational in May. An Accounts Payable aging report was also developed to be used in resolving outstanding vendor invoice issues.

The Finance department developed a performance metric system as a prototype for the entire agency. The final product will become operational next fiscal year.

The recruitment process for 3 vacant positions continues with staff assuming additional duties to cover the workload.

The recommendations of the GASB 45 Working Group re: Other Postemployment Benefits and the Defined Benefit Supplementary Retirement System was presented to the Audit and Personnel Committees in a joint meeting. They accepted the recommendations and recommended adoption by the Regional Council.

The Personal Floating Holiday accrual computation in SAP was activated. SAP records of leave liability were updated so that an interface to our payroll service provider, ADP can be built for paycheck leave activity reporting.

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to SCAG for its Comprehensive Annual Financial Report (CAFR) for the year ending June 30, 2006. The Certificate of Achievement is the highest form of recognition for excellence in state and local government financial reporting. It is awarded only to those CAFRs that achieve the highest standards in government accounting and financial reporting. The Certificate Program, which was established in 1945, is designed to recognize and encourage excellence in financial reporting by state and local governments

# MEMO

**Budget and Grants** (B & G) prepared for and attended the Annual MPO Meeting (formerly the Intermodal Planning Group – IPG). This meeting is required annually to provide for review of SCAG's OWP and activities prior to approval of each new fiscal year OWP. B & G staff coordinated the response to comments on the Draft 07-08 OWP that were presented at the Annual MPO meeting. A follow-up meeting was held with FHWA/FTA and Caltrans in Sacramento to review the SCAG work program. In addition, the Final 07-08 OWP was completed for the May RC meeting.

The FY 06-07 3rd Quarter progress report was finalized and submitted to Caltrans at the end of April. In addition, B & G staff coordinated the preparation of separate reports required by Caltrans for SCAG's 13 discretionary planning grant projects. Discussions were also conducted with Information Services Department staff relative to development of improvements and enhancements to the budget system. The B & G staff also coordinated and assisted the subregions with submittal of their in-kind services workscopes to complete their Cooperative Agreement package.

Grant development work continued in collaboration with program staff and other local agencies for USDOT Urban Partnership Designation and an application was submitted. In addition, SCAG submitted a grant application for the Value Pricing grant funding. Work also began on obtaining a State Office of Emergency Services (OES) grant in partnership with USC, City of LA and the State, for earthquake preparedness.

During April, discretionary grant work included an FHWA audit of the Intelligent Transportation System project at Riverside Transit and providing technical assistance for the Blueprint grant.

## **Contracts:**

The contracts department awarded six contracts, issued four contract amendments, as well as four Requests for Proposals (RFPs). Moreover, contracts staff, Lori Grebbien, saved the agency approximately \$56,655 by negotiating better pricing on three IT related contracts and one office supply contract; Leyton Morgan, Contracts Manager, was able to save the agency an additional \$6,975 by assisting with a Human Resources related contract negotiation. Additionally, contract staff, Sandee Scott and Laura Aguilar in conjunction with audit staff, Richard Howard, saved the agency and additional \$39,621, by reducing the contractor's proposed price on two transportation planning contracts. It is worth noting that since February 2007, contract staff has saved the agency approximately \$138,541.

Further, as part of our on-going strategy to increase competition, contracts staff, Leyton Morgan and Lori Grebbien, attended the Greater LA Vendor Fair and Sandee Scott attended the American Planning Association Conference. Staff marketed SCAG's contracting opportunities at these events, and as a result of staff's participation in these events, staff registered dozens of new vendors into SCAG's bid notification database (the more bidders in the database the greater the likelihood of increased competition).

# MEMO

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## Contracts Cont'd:

Lastly, contract staff, Sandee Scott, submitted the DBE (Disadvantaged Business Enterprise) Utilization Report for the period 10/1/06 – 3/31/07, as required by Caltrans. This report reflects commitments and payments actually made to DBEs on Department of Transportation assisted contracts.

## FISCAL IMPACT:

There is no fiscal impact.

Reviewed by:

  
\_\_\_\_\_  
*Chief Financial Officer*

**Southern California Association of Governments**  
**Total Budget vs. Actual Expenditures and Encumbrances**  
**For the Ten Months Ending April 30, 2007**

Line Item Description	a Original Budget	b Approved Changes	c Pending Changes	(a+b+c)		e Expenditures	f Encumbrances	(d-e-f)		h % Budget Remaining
				d Forecasted Budget	g Budget Balance					
Salaries and Fringe Benefits	\$15,293,452	\$356,815	\$35,000	\$15,685,267	\$	\$11,285,564	\$254,702	\$4,145,001		26%
Consultants & Professional Services	17,799,082	1,039,755	(25,000)	18,813,837		4,437,251	12,112,118	\$2,264,468		12%
Sub Region Consultants & Staff Projects	4,268,112	(180,000)	(10,000)	4,078,112		221,167	3,350,542	\$506,403		12%
Direct & Indirect Costs	5,379,519	(345,259)	\$-	5,034,260		3,113,455	820,751	\$1,100,054		22%
All Other	3,875,094	1,104,580	\$-	4,979,674		1,109,439	-	\$3,870,235		78%
Total	\$46,615,259	\$1,975,891	\$-	\$48,591,150	\$20,166,876	\$16,538,113	\$11,886,161			24%

1) Encumbrances are the remaining balances of contracts or purchase orders and are used for project budgeting purposes only.

2) OWP Admin Amend 1 approved by Caltrans on August 15, 2006.

3) OWP Admin Amend 2 approved by Caltrans on December 7, 2006.

4) OWP Admin Amend 3 approved by Caltrans on March 15, 2007.

5) OWP Admin Amend 4 approved by Caltrans on March 27, 2007.

6) General Fund budget changes due to RHNA staff and travel.

**Southern California Association of Governments**  
**General Fund Budget vs. Actual Expenditures and Encumbrances**  
**For the Ten Months Ending April 30, 2007**

Line Item Description	a Original Budget	b Approved Changes	c Pending Changes	(a+b+c) Forecasted		e Expenditures	f Encumbrances	(d-e-f)		h % Budget Remaining
				d Budget	Forecasted			g Budget Balance	Balance	
Salaries and Fringe Benefits	\$100,000	\$ 365,001	\$ 35,000	\$ 500,001	\$ 500,001	\$ 562,652	\$ -	(\$62,651)		-13%
Consultant and Professional Services	513,050	25,000	(25,000)	513,050	513,050	246,743	190,555	\$75,752		15%
Regional Council (RC) Support	304,800	45,000	(10,000)	339,800	339,800	149,674	30,947	\$159,179		47%
RC Special Projects and Sponsorships	109,800	(10,000)	-	99,800	99,800	34,961	55,000	\$9,839		10%
All other Budget Categories	493,953	(425,000)	-	68,953	68,953	31,776	-	\$37,177		54%
<b>Total</b>	<b>\$ 1,521,603</b>	<b>\$ 1</b>	<b>\$ -</b>	<b>\$ 1,521,604</b>	<b>\$ 1,521,604</b>	<b>\$ 1,025,806</b>	<b>\$ 276,502</b>	<b>\$ 219,296</b>		<b>14%</b>

1) Encumbrances are the remaining balances of contracts or purchase orders and are used for project budgeting purposes only.

2) General Fund budget changes due to RHNA staff and travel.

**Budget v. Actual and Encumbrances  
Through April 2007**

	Original Budget	Budget Changes	Revised Budget	Yr to Date Expenditures Thru Apr	Balance	Pct of Bud	Encum- brances	YTD Expenditures Plus Encumbrs	Balance	Pct of Bud
<b>Staff</b>										
Salaries	10,605,287	276,815	10,882,102	7,682,266	3,199,836	71%	-	7,682,266	3,199,836	71%
Temporary Help	395,920	80,000	475,920	373,748	102,174	79%	254,702	628,448	(152,528)	132%
	<b>11,001,207</b>	<b>356,815</b>	<b>11,358,022</b>	<b>8,056,012</b>	<b>3,302,010</b>	<b>71%</b>	<b>254,702</b>	<b>8,310,714</b>	<b>3,047,308</b>	<b>73%</b>
<b>Consultant / Professional Services</b>										
SCAG Consultant	17,254,082	1,009,255	18,263,337	4,288,204	13,975,133	23%	11,923,638	16,211,842	2,051,495	89%
Legal Services	535,000	35,000	570,000	146,047	423,953	26%	169,237	315,284	254,716	55%
Professional Services	10,000	(4,500)	5,500	3,000	2,500	55%	19,243	22,243	(16,743)	404%
	<b>17,799,082</b>	<b>1,039,755</b>	<b>18,838,837</b>	<b>4,437,251</b>	<b>14,401,586</b>	<b>24%</b>	<b>12,112,118</b>	<b>16,549,369</b>	<b>2,288,468</b>	<b>88%</b>
<b>Sub Regions</b>										
Subregional Consultant	3,021,696	(75,058)	2,946,638	147,000	2,799,638	5%	2,290,327	2,437,327	509,311	83%
Subregional Staff Projects	1,246,416	(104,942)	1,141,474	74,167	1,067,307	6%	1,060,215	1,134,382	7,092	99%
	<b>4,268,112</b>	<b>(180,000)</b>	<b>4,088,112</b>	<b>221,167</b>	<b>3,866,945</b>	<b>5%</b>	<b>3,350,542</b>	<b>3,571,709</b>	<b>516,403</b>	<b>87%</b>
<b>Direct Costs</b>										
Internet Access Fees	3,000	-	3,000	2,011	989	67%	917	2,928	72	98%
Software Support	506,363	(80,000)	426,363	107,653	318,710	25%	2,495	110,148	316,215	26%
Hardware Support	57,000	-	57,000	47,554	9,446	83%	13,431	60,985	(3,985)	107%
Repair - Maintenance	0	-	0	0	0	0%	-	0	0	0%
Software Purchases	30,000	-	30,000	31,350	(1,350)	105%	9,545	40,895	(10,895)	136%
Office Rent - Main Office	1,200,807	-	1,200,807	1,055,106	145,701	88%	6,550	1,061,656	139,151	88%
Office Rent - Satellite Office	56,000	-	56,000	48,863	7,137	87%	1,305	50,168	5,832	90%
Equipment Leases	511,247	-	511,247	386,436	124,811	76%	69,110	455,546	55,701	89%
Equipment Repairs	34,730	-	34,730	11,655	23,075	34%	5,667	17,322	17,408	50%
Insurance	183,985	-	183,985	181,775	2,210	99%	-	181,775	2,210	99%
Payroll and Bank Process Fee	34,500	-	34,500	21,515	12,985	62%	-	21,515	12,985	62%
Office Supplies	115,500	-	115,500	92,849	22,651	80%	79,028	171,877	(56,377)	149%
Office Maintenance	-	-	-	-	-	0%	-	-	0	0%
Small Office Purchase	496,095	-	496,095	153,818	342,277	31%	291,167	444,985	51,110	90%
Telephone Charges	90,526	-	90,526	64,614	25,912	71%	1,730	66,344	24,182	73%
Postage and Delivery	82,000	-	82,000	49,359	32,641	60%	28,568	77,927	4,073	95%
SCAG Memberships	97,814	-	97,814	80,104	17,710	82%	-	80,104	17,710	82%
Professional Memberships	10,980	-	10,980	4,964	6,016	45%	3,084	8,048	2,932	73%
Resource Materials and Subs	43,550	-	43,550	78,927	(35,377)	181%	138,251	217,178	(173,628)	499%
Depreciation - Furniture	5,000	-	5,000	8,695	(3,695)	174%	-	8,695	(3,695)	174%
Depreciation - Computer	40,000	-	40,000	33,990	6,010	85%	-	33,990	6,010	85%
Amortization Lease	0	-	0	1,722	(1,722)	0%	-	1,722	(1,722)	0%
Capital Outlay	44,000	(44,000)	0	-	0	0%	-	0	0	0%
Recruitment Notices	25,000	-	25,000	10,621	14,379	42%	12,323	22,944	2,056	92%
Public Notices	65,000	(8,000)	57,000	1,022	55,978	2%	6,100	7,122	49,878	12%
Staff Training	181,000	107,500	288,500	139,646	148,854	48%	32,154	171,800	116,700	60%
RC & Committee Meetings	22,000	-	22,000	12,876	9,124	59%	11,254	24,130	(2,130)	110%
RC Retreat	17,500	-	17,500	1,000	16,500	6%	14,000	15,000	2,500	86%
RC General Assembly	17,500	-	17,500	1,050	16,450	6%	3,655	4,705	12,795	27%

**Budget v. Actual and Encumbrances  
Through April 2007**

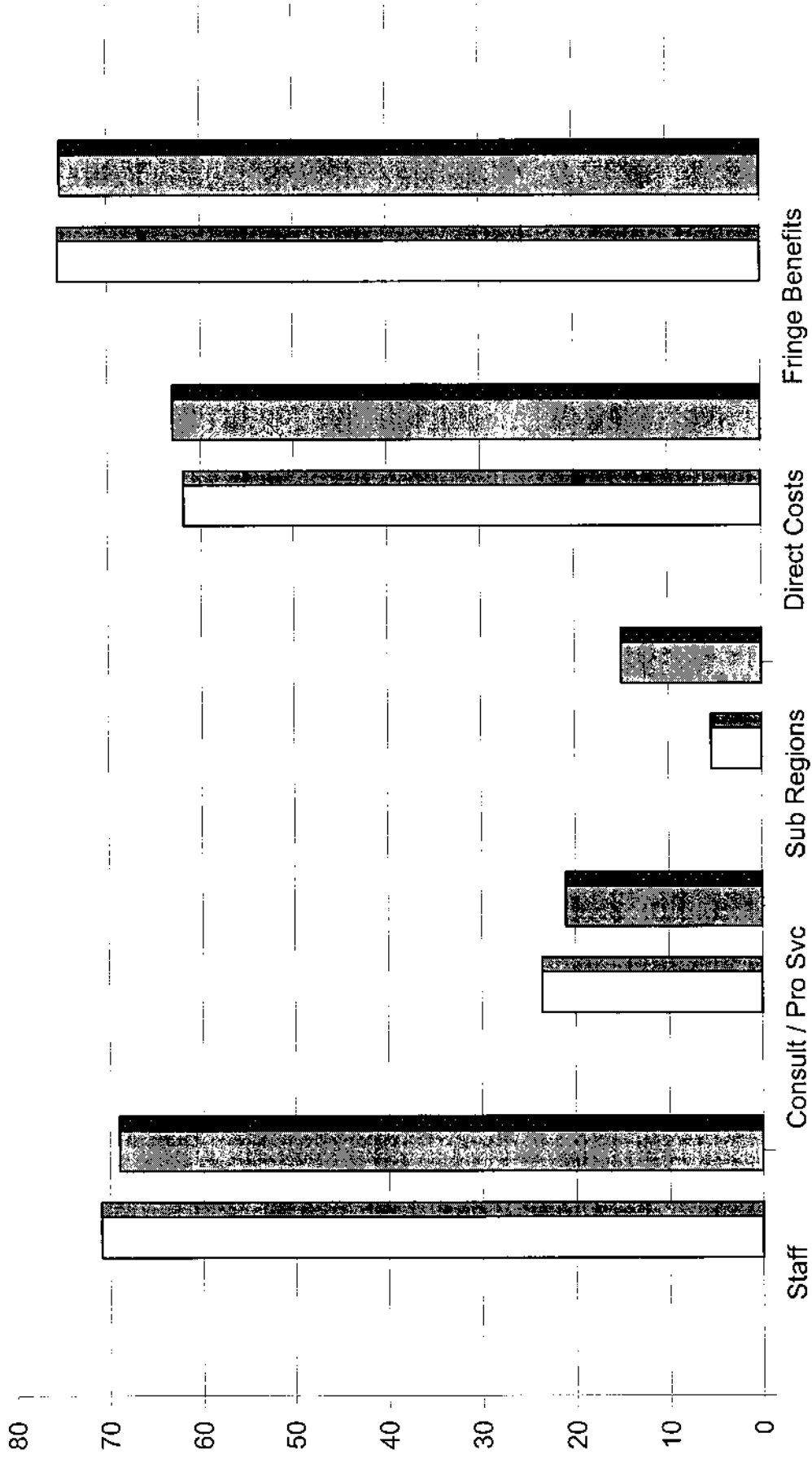
	Original Budget	Budget Changes	Revised Budget	Yr to Date Expenditures Thru Apr	Balance	Pct of Bud	Encum- brances	YTD Expenditures Plus Encumbrs	Balance	Pct of Bud
Other Meeting Expense	46,500	42,400	88,900	28,822	60,078	32%	21,684	50,506	38,394	57%
Miscellaneous	168,583	6,141	174,724	17,708	157,016	10%	6,430	24,138	150,586	14%
RC Meeting Stipends	130,000	-	130,000	87,195	42,805	67%	-	87,195	42,805	67%
Letter of Credit Interest	75,000	(34,161)	40,839	5,000	35,839	12%	-	5,000	35,839	12%
Caltrans Rapid Pay Fees	1,000	-	1,000	825	175	83%	-	825	175	83%
Cash Contributions to Projects	346,839	(346,839)	0	(1,574)	1,574	0%	-	(1,574)	1,574	0%
Printing	190,000	1,500	191,500	66,210	125,290	35%	6,163	72,373	119,127	38%
Travel	305,400	20,200	325,600	192,974	132,626	59%	790	193,764	131,836	60%
Travel - Lod > Per Diem	3,000	-	3,000	4,971	(1,971)	166%	-	4,971	(1,971)	166%
Travel - Event Registration	28,800	-	28,800	47,188	(18,388)	164%	350	47,538	(18,738)	165%
NARC BOARD EXPENSE	3,500	-	3,500	-	3,500	0%	-	-	3,500	0%
RC Special Projects	18,000	-	18,000	10,662	7,338	59%	50,000	60,662	(42,662)	337%
RC Sponsorships	91,800	(10,000)	81,800	24,299	57,501	30%	5,000	29,299	52,501	36%
	<b>5,379,519</b>	<b>(345,259)</b>	<b>5,034,260</b>	<b>3,113,455</b>	<b>1,920,805</b>	<b>62%</b>	<b>820,751</b>	<b>3,934,206</b>	<b>1,100,054</b>	<b>78%</b>
<b>Fringe Benefits</b>										
Vacation Accrual Reconciliation	-	-	-	0	0	0%	-	0	0	0%
Severance Pay	-	-	-	0	0	0%	-	0	0	0%
Sick Leave Payback	-	-	-	0	0	0%	-	0	0	0%
Compensation Awards	-	-	-	7,539	(7,539)	0%	-	7,539	(7,539)	0%
Retirement - PERS	1,958,949	-	1,958,949	1,438,545	520,404	73%	-	1,438,545	520,404	73%
Retirement - PARS	58,045	-	58,045	59,408	(1,363)	102%	-	59,408	(1,363)	102%
Health Insurance	1,185,855	(260,000)	925,855	634,761	291,094	69%	-	634,761	291,094	69%
Dental Insurance	117,067	-	117,067	73,637	43,430	63%	-	73,637	43,430	63%
Vision Insurance	39,159	-	39,159	22,235	16,924	57%	-	22,235	16,924	57%
Life Insurance	95,000	-	95,000	65,157	29,843	69%	-	65,157	29,843	69%
Medical & Dental Cash Rebat	240,000	260,000	500,000	467,317	32,683	93%	-	467,317	32,683	93%
Medicare Tax	157,977	-	157,977	106,903	51,074	68%	-	106,903	51,074	68%
Tuition Reimbursements	5,000	-	5,000	3,000	2,000	60%	-	3,000	2,000	60%
Bus Passes	23,250	(12,500)	10,750	10,729	21	100%	-	10,729	21	100%
Carpool Reimbursements	4,120	-	4,120	2,240	1,880	54%	-	2,240	1,880	54%
Bus Passes - Taxable	54,000	12,500	66,500	54,835	11,665	82%	-	54,835	11,665	82%
Workers Comp Insurance	236,900	-	236,900	234,722	2,178	99%	-	234,722	2,178	99%
Misc. Employee Benefits	11,923	-	11,923	(7,401)	19,324	-62%	-	(7,401)	19,324	-62%
Unemployment Insurance	25,000	-	25,000	(1,409)	26,409	-6%	-	(1,409)	26,409	-6%
Deferred Comp Match	76,500	-	76,500	54,646	21,854	71%	-	54,646	21,854	71%
Benefit Administration Fees	3,500	-	3,500	2,688	812	77%	-	2,688	812	77%
	<b>4,292,245</b>	<b>-</b>	<b>4,292,245</b>	<b>3,229,552</b>	<b>1,062,693</b>	<b>75%</b>	<b>-</b>	<b>3,229,552</b>	<b>1,062,693</b>	<b>75%</b>
<b>Other</b>										
Soft Match Contributions	4,025,853	203,136	4,228,989	1,098,273	3,130,716	26%	-	1,098,273	3,130,716	26%
Exp - Local cash	165,625	148,212	313,837	11,166	302,671	4%	-	11,166	302,671	4%
Reconcile to Burden	(316,384)	753,232	436,848	0	436,848	0%	-	0	436,848	0%
	<b>3,875,094</b>	<b>1,104,580</b>	<b>4,979,674</b>	<b>1,109,439</b>	<b>3,870,235</b>	<b>22%</b>	<b>0</b>	<b>1,109,439</b>	<b>3,870,235</b>	<b>22%</b>
<b>Grand totals:</b>	<b>46,615,259</b>	<b>1,975,891</b>	<b>48,591,150</b>	<b>20,166,876</b>	<b>28,424,274</b>	<b>42%</b>	<b>16,538,113</b>	<b>36,704,989</b>	<b>11,886,161</b>	<b>76%</b>



Southern California Association of Governments  
Agency Wide Comparison

% of Budget Spent @ 84% of year

□ FY 06-07      ■ FY 05-06



Agencywide Year over Year Comp

**Budget v. Actual and Encumbrances**  
**General Fund Only**  
**Through April 2007**

	Original Budget	Budget Changes	Revised Budget	Yr to Date Expenditures		Balance	Pct of Bud	Encum- brances	YTD Expenditures Plus		Balance	Pct of Bud
				Thru Apr					Encumbrs			
<b>Staff</b>												
Salaries	31,264	113,156	144,420	173,245		(28,825)	120%	-	173,245		(28,825)	120%
Fringe Burden	17,239	62,394	79,633	97,861		(18,228)	123%	-	97,861		(18,228)	123%
Indirect Burden	51,497	189,451	240,948	291,546		(50,598)	121%	-	291,546		(50,598)	121%
	100,000	365,001	465,001	562,652		(97,651)	121%	-	562,652		(97,651)	121%
<b>Consultant / Professional Services</b>												
SCAG Consultant	313,050	25,000	338,050	225,345		112,705	67%	86,952	312,297		25,753	92%
Legal Services	200,000	-	200,000	21,398		178,602	11%	103,603	125,001		74,999	63%
Professional Services	-	-	-	-		-	0%	-	-		-	0%
	513,050	25,000	538,050	246,743		291,307	48%	190,555	437,298		100,752	81%
<b>Regional Council Support</b>												
TRAINING	25,000	25,000	50,000	-		50,000	0%	-	-		50,000	0%
RC & Committee Meetings	22,000	-	22,000	12,792		9,208	58%	11,254	24,046		(2,046)	109%
RC Retreat	17,500	-	17,500	1,000		16,500	6%	14,000	15,000		2,500	86%
RC General Assembly	17,500	-	17,500	1,050		16,450	6%	3,655	4,705		12,795	27%
Other Meeting Expense	20,000	10,000	30,000	3,118		26,882	10%	842	3,960		26,040	13%
Miscellaneous	21,500	-	21,500	5,736		15,764	27%	1,196	6,932		14,568	32%
RC Meeting Stipends	130,000	-	130,000	87,195		42,805	67%	-	87,195		42,805	67%
Travel	40,800	10,000	50,800	31,575		19,225	62%	-	31,575		19,225	62%
Travel - Lod. > Per Diem	3,000	-	3,000	4,743		(1,743)	158%	-	4,743		(1,743)	158%
Travel - Event Registration	4,000	-	4,000	2,465		1,535	62%	-	2,465		1,535	62%
AMPO Board Expense	-	-	-	-		-	0%	-	-		-	0%
NARC BOARD EXPENSE	3,500	-	3,500	-		3,500	0%	-	-		3,500	0%
	304,800	45,000	349,800	149,674		200,126	43%	30,947	180,621		169,179	52%
<b>RC Special Projects and Sponsorships</b>												
RC Special Projects	18,000	-	18,000	10,662		7,338	59%	50,000	60,662		(42,662)	337%
RC Sponsorships	91,800	(10,000)	81,800	24,299		57,501	30%	5,000	29,299		52,501	36%
	109,800	(10,000)	99,800	34,961		64,839		55,000	89,961		9,839	
<b>All Other Budget Categories</b>												
Payroll Bank Fees	4,500	-	4,500	4,664		(164)	104%	-	4,664		(164)	104%
Office Supplies	-	-	-	247		(247)	0%	-	247		(247)	0%
SCAG Memberships	22,614	-	22,614	22,614		-	100%	-	22,614		-	100%
Capital Outlay	44,000	(44,000)	-	-		-	0%	-	-		-	0%
Recruitment Notice	-	-	-	-		-	0%	-	-		-	0%
Letter of Credit Interest	75,000	(34,161)	40,839	5,000		35,839	12%	-	5,000		35,839	12%
Calltrans Rapid Pay Fees	1,000	-	1,000	825		175	83%	-	825		175	83%
Cash Contributions to Projects	346,839	(346,839)	-	(1,574)		1,574	0%	-	(1,574)		1,574	0%
	493,953	(425,000)	68,953	31,776		37,177	46%	-	31,776		37,177	46%
<b>Grand totals:</b>	<b>1,521,603</b>	<b>1</b>	<b>1,521,604</b>	<b>1,025,806</b>		<b>495,798</b>	<b>67%</b>	<b>276,502</b>	<b>1,302,308</b>		<b>219,296</b>	<b>86%</b>

# MEMO

**DATE:** June 7, 2007  
**TO:** Regional Council  
**FROM:** Leeor Alpern, Government Affairs Analyst, (213) 236-1883, alpern@scag.ca.gov  
**SUBJECT:** 2007 State and Federal Legislation Matrix

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## BACKGROUND:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Aviation, Energy, Environment, Housing, Housing Bonds, Solid Waste, Transit, Transportation, Transportation Bonds, Tribes, Water and Water Bonds.

Bill summaries include known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move, i.e., 'dead' bills or 'two year' bills (have not passed out of its first policy committee before the constitutional deadline), have either been labeled or been purged from the matrix.

Att.

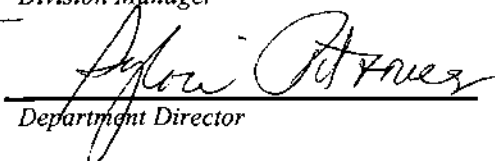
## FISCAL IMPACT:

This information item has no fiscal impact on SCAG.

Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

\_\_\_\_\_  
Chief Financial Officer

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**AIRQUALITY**

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CA AB 255	<b>AUTHOR:</b>	De Leon [D]
	<b>TITLE:</b>	Air Pollution: Clean Air and Energy Independence Fund
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/05/2007
	<b>LAST AMEND:</b>	04/11/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	Creates the Clean Air and Energy Independence Fund and continuously appropriate moneys in the fund to the State Air Resources Board to be used towards specified purposes, including incentives for purchasers of vehicles powered by clean alternative fuels or other efficient technologies. Increases the smog abatement fee by a specified amount and would allocate the increase to the Clean Air and Energy Independence Fund.
	<b>STATUS:</b>	
	04/18/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	<b>Position:</b>	MTC-Sup
CA AB 391	<b>AUTHOR:</b>	Lieu [D]
	<b>TITLE:</b>	Air Quality: South Coast Air Quality Management
	<b>INTRODUCED:</b>	02/15/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Local Government Committee
	<b>SUMMARY:</b>	Relates to the South Coast Air Quality Management District. Increases the number of members.
	<b>STATUS:</b>	
	04/11/2007	In ASSEMBLY Committee on LOCAL GOVERNMENT: Not heard.
	<b>Type:</b>	2-Year

CA AB 630	<p><b>AUTHOR:</b> Price [D]  <b>TITLE:</b> Air Emissions Standards: EPA Waiver  <b>INTRODUCED:</b> 02/21/2007  <b>LAST AMEND:</b> 05/01/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>          Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization.  <b>STATUS:</b>          05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.  <b>Position:</b> AQMD-Sponsor, SCAG-Sup</p>
CA SB 375	<p><b>AUTHOR:</b> Steinberg [D]  <b>TITLE:</b> Transportation Planning: Travel Models: Reviews  <b>INTRODUCED:</b> 02/21/2007  <b>LAST AMEND:</b> 05/02/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>          Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.  <b>STATUS:</b>          05/02/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.  <b>Position:</b> MTC-SupInConc, SCAG-Sup</p>

CA SB 857	<p><b>AUTHOR:</b> Correa [D]</p> <p><b>TITLE:</b> Taxation: Credits: Air Pollution</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b></p> <p>Provides that the Personal Income Tax Law and the Corporation Tax Law authorize various credits against the taxes imposed by those laws. Authorizes San Joaquin Unified Air Pollution Control District and the South Coast Air Quality Management District to prepare a study and report to the Legislature, as specified, on the dollar amount that would be appropriate to authorize a tax credit for the purchase or replacement of qualified property, that is placed into service for the purpose of reducing pollution.</p> <p><b>STATUS:</b></p> <p>03/15/2007 To SENATE Committees on ENVIRONMENTAL QUALITY and RULES.</p> <p><b>Type:</b> 2-Year</p>
CA SB 886	<p><b>AUTHOR:</b> Negrete McLeod [D]</p> <p><b>TITLE:</b> Air Quality District Board</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/09/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>FILE:</b> 66</p> <p><b>LOCATION:</b> Senate Third Reading File</p> <p><b>SUMMARY:</b></p> <p>Relates to the Air Quality District Board. Deletes prohibitions on a member serving more than a specified number of terms as chairperson. Relates to the South Coast Air Quality Management District, the Sacramento Metropolitan Air Quality Management District and the Mojave Desert Air Quality Management District.</p> <p><b>STATUS:</b></p> <p>05/10/2007 In SENATE. Read second time. To third reading.</p>

CA SB 1028	<p><b>AUTHOR:</b> Padilla [D]</p> <p><b>TITLE:</b> Air Resources Board: Ambient Air Quality Standards</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/08/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Air Resources Board to adopt and enforce rules and regulations concerning motor vehicles that are sufficient, in conjunction with measures adopted by the districts and the U.S. Environmental Protection Agency, to achieve ambient air quality standards. Directs the Board to adopt and enforce rules and regulations requiring development of new technologies or improvement of existing technologies. Requires the adoption concerning consumer products and motor vehicles as expeditiously as feasible.</p> <p><b>STATUS:</b></p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>Position:</b> AQMD-Sponsor, SCAG-Sup</p>
US HR 802	<p><b>SPONSOR:</b> Oberstar [DFL]</p> <p><b>TITLE:</b> Act to Prevent Pollution from Ships</p> <p><b>INTRODUCED:</b> 02/05/2007</p> <p><b>LAST AMEND:</b> 03/26/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.</p> <p><b>STATUS:</b></p> <p>03/28/2007 In SENATE. Read second time.</p> <p>03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 1073	<p><b>SPONSOR:</b> Feinstein [D]</p> <p><b>TITLE:</b> Clean Air Act</p> <p><b>INTRODUCED:</b> 03/29/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Environment and Public Works Committee</p> <p><b>SUMMARY:</b></p> <p>Amends the Clean Air Act to promote the use of fuels with low lifecycle greenhouse gas emissions; establishes a greenhouse gas performance standard for motor vehicle fuels; requires a significant decrease in greenhouse gas emissions from motor vehicles, and for other purposes.</p> <p><b>STATUS:</b></p> <p>03/29/2007 INTRODUCED.</p> <p>03/29/2007 In SENATE. Read second time.</p> <p>03/29/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>

US S 1177	<b>SPONSOR:</b>	Carper [D]
	<b>TITLE:</b>	Clean Air Act
	<b>INTRODUCED:</b>	04/20/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Environment and Public Works Committee
	<b>SUMMARY:</b>	
		Amends the Clean Air Act to establish a national uniform multiple air pollutant regulatory program for the electric generating sector.
	<b>STATUS:</b>	
	04/20/2007	INTRODUCED.
	04/20/2007	In SENATE. Read second time.
04/20/2007	To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.	

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### AVIATION

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US HR 313	<b>SPONSOR:</b>	Pearce [R]
	<b>TITLE:</b>	Greater Access to Air Transportation
	<b>INTRODUCED:</b>	01/05/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Transportation & Infrastructure Committee
	<b>SUMMARY:</b>	
		Promotes greater access to air transportation for all persons.
	<b>STATUS:</b>	
	01/05/2007	INTRODUCED.
	01/05/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1356	<b>SPONSOR:</b>	Oberstar [DFL]
	<b>TITLE:</b>	Federal Aviation Administration Appropriations
	<b>INTRODUCED:</b>	03/06/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Multiple Committees
	<b>SUMMARY:</b>	
		Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system; relates to other purposes.
	<b>STATUS:</b>	
	03/06/2007	INTRODUCED.
	03/06/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
03/06/2007	Additionally referred to HOUSE Committee on SCIENCE.	
03/06/2007	Additionally referred to HOUSE Committee on WAYS AND MEANS.	



US HR 1708	<b>SPONSOR:</b> Harman [D] <b>TITLE:</b> Noise Compatibility Projects <b>INTRODUCED:</b> 03/27/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> House Transportation & Infrastructure Committee <b>SUMMARY:</b> Expands passenger facility fee eligibility for noise compatibility projects. <b>STATUS:</b> 03/27/2007 INTRODUCED. 03/27/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US S 509	<b>SPONSOR:</b> Inouye [D] <b>TITLE:</b> Improved Aviation Security <b>INTRODUCED:</b> 02/06/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> SENATE <b>SUMMARY:</b> Provides improved aviation security; provides for other purposes. <b>STATUS:</b> 03/05/2007 From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported as amended. 03/05/2007 In SENATE. Placed on SENATE Legislative Calendar.
US S 996	<b>SPONSOR:</b> Feinstein [D] <b>TITLE:</b> Passenger Facility Fee Eligibility <b>INTRODUCED:</b> 03/27/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee <b>SUMMARY:</b> Expands passenger facility fee eligibility for certain noise compatibility projects. <b>STATUS:</b> 03/27/2007 INTRODUCED. 03/27/2007 In SENATE. Read second time. 03/27/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 1076	<b>SPONSOR:</b> Inouye [D] <b>TITLE:</b> Aviation Safety and Capacity <b>INTRODUCED:</b> 03/29/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Finance Committee <b>SUMMARY:</b> Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system, and for other purposes. <b>STATUS:</b> 03/29/2007 INTRODUCED. 03/29/2007 In SENATE. Read second time. 03/29/2007 To SENATE Committee on FINANCE.

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## ENERGY

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CA AB 94	<b>AUTHOR:</b>	Levine [D]
	<b>TITLE:</b>	Renewable Energy
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	12/20/2006
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Natural Resources Committee
	<b>SUMMARY:</b>	Revises the intent language so that the amount of electricity generated per year from eligible renewable energy resources is increased to an amount that equals at least 33% of the total electricity sold to retail customers in California per year by a specified date. Requires that each retail seller increase its total procurement of eligible renewable energy resources by at least an additional 1% of retail sales per year so that 33% of its retail sales are procured from eligible renewable energy resources.
	<b>STATUS:</b>	
	04/23/2007	In ASSEMBLY Committee on NATURAL RESOURCES: Heard, remains in Committee.
US HR 6	<b>SPONSOR:</b>	Rahall [D]
	<b>TITLE:</b>	Alternative Energy Resources
	<b>INTRODUCED:</b>	01/04/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	SENATE
	<b>SUMMARY:</b>	Relates to reducing our Nation's dependency on foreign oil by investing in clean, renewable, and alternative energy resources, promoting new energy technologies, developing greater efficiency, and creating a Strategic Energy Efficiency and Renewable Reserve to invest in alternative energy.
	<b>STATUS:</b>	
	01/22/2007	In SENATE. Read second time.
	01/22/2007	In SENATE. Placed on SENATE Legislative Calendar.
US HR 547	<b>SPONSOR:</b>	Gordon [D]
	<b>TITLE:</b>	Alternative Fuel Markets
	<b>INTRODUCED:</b>	01/18/2007
	<b>LAST AMEND:</b>	02/08/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Environment and Public Works Committee
	<b>SUMMARY:</b>	Facilitates the development of markets for alternative fuels and Ultra Low Sulfur Diesel fuel through research, development, and demonstration and data collection.
	<b>STATUS:</b>	
	02/17/2007	In SENATE. Read second time.
	02/17/2007	To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US HR 670	<p><b>SPONSOR:</b> Engel [D]</p> <p><b>TITLE:</b> Alternative Fuels</p> <p><b>INTRODUCED:</b> 01/24/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Multiple Committees</p> <p><b>SUMMARY:</b></p> <p>Promotes the national security and stability of the United States economy by reducing the dependence of the United States on foreign oil through the use of alternative fuels and new vehicle technologies, and for other purposes.</p> <p><b>STATUS:</b></p> <p>01/24/2007 INTRODUCED.</p> <p>01/24/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p> <p>01/24/2007 Additionally referred to HOUSE Committee on SCIENCE.</p> <p>01/24/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.</p> <p>01/24/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.</p> <p>01/24/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.</p>
US HR 969	<p><b>SPONSOR:</b> Udall T [D]</p> <p><b>TITLE:</b> Federal Renewable Energy Portfolio</p> <p><b>INTRODUCED:</b> 02/08/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> House Energy and Commerce Committee</p> <p><b>SUMMARY:</b></p> <p>Establishes a Federal renewable energy portfolio standard for certain retail electric utilities.</p> <p><b>STATUS:</b></p> <p>02/08/2007 INTRODUCED.</p> <p>02/08/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>

US HR 1300	<p><b>SPONSOR:</b> Hoyer [D]</p> <p><b>TITLE:</b> Nations Reduced Reliance on Foreign Oil</p> <p><b>INTRODUCED:</b> 03/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Multiple Committees</p> <p><b>SUMMARY:</b></p> <p>To strengthen national security and promote energy independence by reducing the Nation's reliance on foreign oil, improving vehicle technology and efficiency, increasing the distribution of alternative fuels, bolstering rail infrastructure, and expanding access to public transit.</p> <p><b>STATUS:</b></p> <p>03/01/2007 INTRODUCED.</p> <p>03/01/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on ARMED SERVICES.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on RULES.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on SCIENCE.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on HOUSE ADMINISTRATION.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.</p>
US HR 1451	<p><b>SPONSOR:</b> Lungren [R]</p> <p><b>TITLE:</b> Reduction of Dependence on Foreign Oil</p> <p><b>INTRODUCED:</b> 03/09/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Multiple Committees</p> <p><b>SUMMARY:</b></p> <p>To provide incentives to reduce dependence on foreign oil.</p> <p><b>STATUS:</b></p> <p>03/14/2007 In HOUSE Committee on SCIENCE: Referred to Subcommittee on ENERGY AND ENVIRONMENT.</p>
US HR 1506	<p><b>SPONSOR:</b> Markey [D]</p> <p><b>TITLE:</b> Fuel Economy Standards for Automobiles</p> <p><b>INTRODUCED:</b> 03/13/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> House Energy and Commerce Committee</p> <p><b>SUMMARY:</b></p> <p>To increase fuel economy standards for automobiles, and for other purposes.</p> <p><b>STATUS:</b></p> <p>03/13/2007 INTRODUCED.</p> <p>03/13/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>

US HR 1596	<b>SPONSOR:</b> Ferguson [R] <b>TITLE:</b> Tax Incentives for Renewable Energy and Conservation <b>INTRODUCED:</b> 03/20/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> House Ways and Means Committee <b>SUMMARY:</b> To amend the Internal Revenue Code of 1986 to provide and extend tax incentives for renewable energy and conservation. <b>STATUS:</b> 03/20/2007 INTRODUCED. 03/20/2007 To HOUSE Committee on WAYS AND MEANS.
US HR 1772	<b>SPONSOR:</b> Blumenauer [D] <b>TITLE:</b> Installation of Wind Energy Property Tax Credits <b>INTRODUCED:</b> 03/29/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> House Ways and Means Committee <b>SUMMARY:</b> Provides credits for the installation of wind energy property, including by rural homeowners, farmers, ranchers, and small businesses; relates to other purposes. <b>STATUS:</b> 03/29/2007 INTRODUCED. 03/29/2007 To HOUSE Committee on WAYS AND MEANS.
US S 6	<b>SPONSOR:</b> Reid [D] <b>TITLE:</b> Reducing Foreign and Unsustainable Energy Sources <b>INTRODUCED:</b> 01/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Finance Committee <b>SUMMARY:</b> A bill to enhance the security of the United States by reducing the dependence of the United States on foreign and unsustainable energy sources and the risks of global warming, and for other purposes. <b>STATUS:</b> 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on FINANCE.

US S 23	<b>SPONSOR:</b> Harkin [D] <b>TITLE:</b> Renewable Fuel and Energy Security <b>INTRODUCED:</b> 01/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee  <b>SUMMARY:</b> Promotes renewable fuel and energy security of the United States; relates to other purposes. <b>STATUS:</b> 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 155	<b>SPONSOR:</b> Bunning [R] <b>TITLE:</b> Coal to Liquid Fuel Activities <b>INTRODUCED:</b> 01/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Finance Committee  <b>SUMMARY:</b> Promotes coal to liquid fuel activities. <b>STATUS:</b> 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on FINANCE.
US S 183	<b>SPONSOR:</b> Stevens [R] <b>TITLE:</b> Corporate Average Fuel Economy <b>INTRODUCED:</b> 01/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee  <b>SUMMARY:</b> Requires the establishment of a corporate average fuel economy standard for passenger automobiles of forty miles per gallon 2017, and for other purposes. <b>STATUS:</b> 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US S 767	<b>SPONSOR:</b> Obama [D] <b>TITLE:</b> Fuel Economy Standards for Automobiles <b>INTRODUCED:</b> 03/06/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee  <b>SUMMARY:</b> Increases fuel economy standards for automobiles and for other purposes. <b>STATUS:</b> 03/06/2007 INTRODUCED. 03/06/2007 In SENATE. Read second time. 03/06/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 987	<b>SPONSOR:</b> Bingaman [D] <b>TITLE:</b> Promoting Biofuels <b>INTRODUCED:</b> 03/26/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Energy and Natural Resources Committee <b>SUMMARY:</b> Enhances the energy security of the United States by promoting biofuels; relates to other purposes. <b>STATUS:</b> 04/12/2007 In SENATE Committee on ENERGY AND NATURAL RESOURCES: Hearings held.

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### ENVIRONMENT

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CA AB 109	<b>AUTHOR:</b> Nunez [D] <b>TITLE:</b> Global Warming Solutions Act of 2006: Annual Report  <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 01/05/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Appropriations Committee <b>SUMMARY:</b> Requires the State Air Resources Board to report to the Legislature annually the status and progress of implementing the Global Warming Solutions Act of 2006. Requires the state to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. <b>STATUS:</b> 05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
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CA AB 118	<p><b>AUTHOR:</b> Nunez [D]  <b>TITLE:</b> Alternative Fuels and Vehicle Technologies: Funding  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 01/09/2007  <b>LAST AMEND:</b> 04/17/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>  Creates the Air Quality Improvement Program to fund air quality improvement projects relating to fuel and vehicle technologies and the Alternative Renewable Fuel, Vehicle Technology, Carbon Reduction, and Clean Air Program to provide grants and revolving loans to specified entities to develop innovative technologies that transform the state's fuel and vehicle types. Requires the establishment of an advisory body to develop investment strategies to help implement the program.  <b>STATUS:</b>  05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 493	<p><b>AUTHOR:</b> Ruskin [D]  <b>TITLE:</b> Motor Vehicle Greenhouse Gas Emissions: Incentives  <b>INTRODUCED:</b> 02/20/2007  <b>LAST AMEND:</b> 04/11/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>  Requires the State Air Resources Board to create and implement a clean vehicle incentive program meeting specified requirements, that would provide rebates to, and require surcharges from, purchasers of new motor vehicles based on the vehicle's greenhouse gas emissions to mitigate against emissions of greenhouse gases from motor vehicles. Creates the Clean Vehicle Incentive Account to be administered by the state board.  <b>STATUS:</b>  04/18/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 505	<p><b>AUTHOR:</b> Plescia [R]  <b>TITLE:</b> Income and Corporation Taxes: Credits: Hybrid  <b>INTRODUCED:</b> 02/20/2007  <b>LAST AMEND:</b> 04/10/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Assembly Revenue and Taxation Committee  <b>HEARING:</b> 05/21/2007 1:30 pm  <b>SUMMARY:</b>  Authorizes a credit against the Personal Income Tax and the Corporation Tax in an amount equal to the amount paid or incurred by a taxpayer during the taxable year for a qualified hybrid vehicle.  <b>STATUS:</b>  05/14/2007 In ASSEMBLY Committee on REVENUE AND TAXATION: To Suspense File.</p>



CA AB 747	<p><b>AUTHOR:</b> Levine [D]  <b>TITLE:</b> Greenhouse Gas Emission: Fuel Standard  <b>INTRODUCED:</b> 02/22/2007  <b>DISPOSITION:</b> Failed  <b>LOCATION:</b> ASSEMBLY  <b>SUMMARY:</b>          Requires the State Air Resources Board to reduce the carbon intensity of the state's transportation fuels. Requires the board to implement a low-carbon fuel standard applicable to refiners, blenders, producers and importers of transportation fuel. Requires the Public Utilities Commission to address how investor-owned utilities can contribute to reduction in greenhouse gas emission in the transportation code.  <b>STATUS:</b>          05/10/2007 From ASSEMBLY Committee on TRANSPORTATION without further action pursuant to JR 62(a).</p>
CA AB 1077	<p><b>AUTHOR:</b> Lieber [D]  <b>TITLE:</b> Air Resources Board: Plug-in Hybrid Vehicles  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Assembly Appropriations Committee  <b>HEARING:</b> 05/23/2007 9:00 am  <b>SUMMARY:</b>          Enacts the Plug-in Hybrid Electric Vehicle Leadership Act of 2007. Establishes a Plug-in Hybrid Electric Vehicle Coordinating Council to meet and be an ongoing focal point for coordination between entities and organizations working on plug-in hybrid electric vehicle-related activities. Requires the Air Resources Board to develop certification testing protocols for emissions and fuel consumption for the different types of plug-in vehicles.  <b>STATUS:</b>          04/23/2007 From ASSEMBLY Committee on UTILITIES AND COMMERCE: Do pass to Committee on APPROPRIATIONS.</p>

CA AB 1209	<p><b>AUTHOR:</b> Karnette [D]</p> <p><b>TITLE:</b> Air Resources Board: Emission Reduction Projects</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a the State Air Resources Board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along the state's trade corridors. Requires the projects to result in emission reductions not required by law or regulation in effect as of a specified date and states how the funds must be used.</p> <p><b>STATUS:</b></p> <p>05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>Position:</b> MTA-Sup</p>
CA AB 1488	<p><b>AUTHOR:</b> Mendoza [D]</p> <p><b>TITLE:</b> Air Pollution: Smog Check Program: Diesel Vehicles</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/30/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Assembly Appropriations Committee</p> <p><b>HEARING:</b> 05/23/2007 9:00 am</p> <p><b>SUMMARY:</b></p> <p>Requires the Bureau of Automotive Repair to develop and adopt, by regulation, a pilot program to integrate lightweight diesel vehicles into the smog check program. Provides that diesel vehicles less than 14,000 pounds would be eligible for the program, although vehicle owners would not be subject to disciplinary action based on the test results. Requires a report on the program.</p> <p><b>STATUS:</b></p> <p>04/30/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>

CA SB 19	<p><b>AUTHOR:</b> Lowenthal [D]</p> <p><b>TITLE:</b> Trade Corridor: Projects to Reduce Emissions: Funding</p> <p><b>INTRODUCED:</b> 12/04/2006</p> <p><b>LAST AMEND:</b> 04/10/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 05/21/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Specifies a list of projects eligible for this funding. Require that the Air Resources Board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Requires applicants for this funding to include with their application for funding a plan to reduce emissions associated with goods movement activity.</p> <p><b>STATUS:</b></p> <p>04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p>
CA SB 70	<p><b>AUTHOR:</b> Florez [D]</p> <p><b>TITLE:</b> Biodiesel</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 01/17/2007</p> <p><b>LAST AMEND:</b> 05/17/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Rules Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes school districts to use a biodiesel fuel blend to operate all of the diesel-powered schoolbuses under their control, if certain conditions are met. Authorizes the use of a biodiesel fuel blend to operate diesel-powered vehicles owned or leased by the State, by a city, county, or city and county, or by a mass transit district, if certain conditions are met.</p> <p><b>STATUS:</b></p> <p>05/17/2007 From SENATE Committee on RULES with author's amendments.</p> <p>05/17/2007 In SENATE. Read second time and amended. Re-referred to Committee on RULES.</p>

CA SB 71	<p><b>AUTHOR:</b> Florez [D]  <b>TITLE:</b> Alternative Fuels: Biodiesel  <b>INTRODUCED:</b> 01/17/2007  <b>LAST AMEND:</b> 04/16/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Transportation and Housing Committee  <b>SUMMARY:</b>          Requires all vehicles owned or leased by the state, by a city, county or city and county, or by a mass transit district, that uses diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel fuel, if biodiesel blend fuel is cost-effective and readily available. Requires the State Air Resources Board to establish a program to implement and monitor the requirements.  <b>STATUS:</b>          04/16/2007 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.          04/16/2007 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.</p>
CA SB 375	<p><b>AUTHOR:</b> Steinberg [D]  <b>TITLE:</b> Transportation Planning: Travel Models: Reviews  <b>INTRODUCED:</b> 02/21/2007  <b>LAST AMEND:</b> 05/02/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>          Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.  <b>STATUS:</b>          05/02/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.  <b>Position:</b> MTC-SupInConc, SCAG-Sup</p>

US HR 1756	<p><b>SPONSOR:</b> Hunter [R]</p> <p><b>TITLE:</b> Mexico Domiciled Motor Carriers</p> <p><b>INTRODUCED:</b> 03/29/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Multiple Committees</p> <p><b>SUMMARY:</b></p> <p>Prohibits Mexico-domiciled motor carriers from operating beyond United States municipalities and commercial zones on the United States-Mexico border until certain conditions are met to ensure the safety of such operations.</p> <p><b>STATUS:</b></p> <p>04/10/2007 In HOUSE Committee on HOMELAND SECURITY; Referred to Sbcmt. on TRANSPORTATION SECURITY AND INFRASTRUCTURE PROTECTION.</p>
US HR 1773	<p><b>SPONSOR:</b> Boyda [D]</p> <p><b>TITLE:</b> Authority of the Secretary of Transportation</p> <p><b>INTRODUCED:</b> 03/29/2007</p> <p><b>LAST AMEND:</b> 05/15/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>Limits the authority of the Secretary of Transportation to grant authority to motor carriers domiciled in Mexico to operate beyond United States municipalities and commercial zones on the United States-Mexico border.</p> <p><b>STATUS:</b></p> <p>05/16/2007 In SENATE. Read second time.</p> <p>05/16/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 280	<p><b>SPONSOR:</b> Lieberman [D]</p> <p><b>TITLE:</b> Greenhouse Gas Emissions</p> <p><b>INTRODUCED:</b> 01/12/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Environment and Public Works Committee</p> <p><b>SUMMARY:</b></p> <p>Provides for a program to accelerate the reduction of greenhouse gas emissions in the United States by establishing a market-driven system of greenhouse gas treatable allowances.</p> <p><b>STATUS:</b></p> <p>01/12/2007 INTRODUCED.</p> <p>01/12/2007 In SENATE. Read second time.</p> <p>01/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>

US S 906      **SPONSOR:**                    Obama [D]  
**TITLE:**                                Elemental Mercury Prohibitions  
**INTRODUCED:**                    03/15/2007  
**DISPOSITION:**                    Pending  
**LOCATION:**                            Senate Environment and Public Works Committee  
**SUMMARY:**  
 A bill to prohibit the sale, distribution, transfer, and export of elemental mercury, and for other purposes.  
**STATUS:**  
 03/15/2007                    INTRODUCED.  
 03/15/2007                    In SENATE. Read second time.  
 03/15/2007                    To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

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### HOUSING

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CA AB 414      **AUTHOR:**                    Jones [D]  
**TITLE:**                                Local Planning: Residential Development  
**FISCAL COMMITTEE:**            no  
**URGENCY CLAUSE:**            no  
**INTRODUCED:**                    02/16/2007  
**LAST AMEND:**                    04/19/2007  
**DISPOSITION:**                    Pending  
**FILE:**                                85  
**LOCATION:**                            Assembly Third Reading File  
**SUMMARY:**  
 Limits the manner in which a city, county, or city and county jurisdiction utilizes, in identifying land suitable for residential development to meet the jurisdiction's share of the regional housing need, vacant sites zoned for nonresidential use that allows residential development and for which the applicable zoning and development standards allow substantially all of the site to be developed without residential use.  
**STATUS:**  
 05/10/2007                    In ASSEMBLY. Read second time. To third reading.

CA AB 842	<p><b>AUTHOR:</b> Jones [D]</p> <p><b>TITLE:</b> Regional Plans: Traffic Reduction</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Housing and Community Development Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires an unspecified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.</p> <p><b>STATUS:</b></p> <p>04/23/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p> <p><b>Position:</b> CALCOG-SupInConc, MTC-OppUnlessAmend</p>
CA AB 971	<p><b>AUTHOR:</b> Portantino [D]</p> <p><b>TITLE:</b> Community Workforce Housing Innovation Program</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Housing and Community Development Committee</p> <p><b>SUMMARY:</b></p> <p>establish the Community Workforce Housing Innovation Program for the purpose of assisting cities, counties, and school districts to recruit and retain public employees by making affordable housing available to those employees. Requires the program to be administered by the Department of Housing and Community Development. Requires the department to make grants available, establish competitive criteria to use in the selection of grant applicants, and establish per-project limits on the grant funding.</p> <p><b>STATUS:</b></p> <p>04/23/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.</p> <p>04/23/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p>

CA AB 997	<p><b>AUTHOR:</b> Arambula [D]  <b>TITLE:</b> Infill Capital Outlay Project and Planning Grants  <b>INTRODUCED:</b> 02/22/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Housing and Community Development Committee</p> <p><b>SUMMARY:</b>  Requires the Department of Housing and Community Development to administer the Regional Planning, Housing, and Infill Incentive Account. Requires specified amounts from the account to be available to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land the meets the definition.</p> <p><b>STATUS:</b>  03/26/2007 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT.  <b>Position:</b> CALCOG-SupInConc</p>
CA AB 1096	<p><b>AUTHOR:</b> DeVore [R]  <b>TITLE:</b> Environmental Quality Act: Housing Exemptions  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 04/26/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b>  Requires the Office of Planning and Research to submit to the Legislature a report regarding the conditions in development of affordable housing projects affecting the use of existing statutory exemptions pursuant to the California Environmental Quality Act.</p> <p><b>STATUS:</b>  05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 1221	<p><b>AUTHOR:</b> Ma [D]  <b>TITLE:</b> Transit Village Developments: Tax Financing  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Assembly Appropriations Committee  <b>HEARING:</b> 05/23/2007 9:00 am</p> <p><b>SUMMARY:</b>  Allows a city or county that prepares a transit village plan, with the agreement with each government agency that operates every transit station in the transit district, to engage in tax increment financing to fulfill the goals of a transit development plan.</p> <p><b>STATUS:</b>  05/09/2007 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.</p>



CA AB 1254	<p><b>AUTHOR:</b> Caballero [D]  <b>TITLE:</b> Property Tax Revenue Allocations  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>          Requires the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be allocated to the county Educational Revenue Augmentation Fund (ERAF) by the countywide affordable housing amount, and to increase the amount of ad valorem property tax revenue otherwise required to be allocated to a qualified local agency, by that agency's affordable housing amount.  <b>STATUS:</b>          04/25/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.  <b>Position:</b> LEAGUE-Sponsor</p>
CA AB 1256	<p><b>AUTHOR:</b> Caballero [D]  <b>TITLE:</b> Density Bonus: Exemption: Local Inclusionary Ordinance  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Local Government Committee  <b>SUMMARY:</b>          Exempts a city, county, or city and county from complying with the density bonus requirement, and the incentive and concession requirement related to low income housing development under the Planning and Zoning Law if the local government has in effect a local inclusionary ordinance, as specified, that meets certain requirements.  <b>STATUS:</b>          03/15/2007 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.  <b>Position:</b> LEAGUE-Sponsor</p>
CA AB 1449	<p><b>AUTHOR:</b> Saldana [D]  <b>TITLE:</b> Density Bonus  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Local Government Committee  <b>SUMMARY:</b>          Relates to density bonuses under the Planning and Zoning Law. Revises the eligibility requirements for construction of moderate income housing units to conform to the requirements in existing law for low and very low income housing units.  <b>STATUS:</b>          03/22/2007 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.</p>

CA SB 12	<p><b>AUTHOR:</b> Lowenthal [D]</p> <p><b>TITLE:</b> Planning and Zoning: SOCAL Association</p> <p><b>FISCAL COMMITTEE:</b> no</p> <p><b>URGENCY CLAUSE:</b> yes</p> <p><b>INTRODUCED:</b> 12/04/2006</p> <p><b>ENACTED:</b> 04/10/2007</p> <p><b>DISPOSITION:</b> Enacted</p> <p><b>LOCATION:</b> Chaptered</p> <p><b>CHAPTER:</b> 5</p> <p><b>SUMMARY:</b></p> <p>Substantially revises the procedure for the Southern California Association of Governments, or delegate subregion, to develop a final allocation plan for distributing the existing and projected regional housing need to cities and counties within the region or subregion.</p> <p><b>STATUS:</b></p> <p>04/10/2007 Signed by GOVERNOR.</p> <p>04/10/2007 Chaptered by Secretary of State. Chapter No. 5</p>
CA SB 303	<p><b>AUTHOR:</b> Ducheny [D]</p> <p><b>TITLE:</b> Local Government: Land Use Planning</p> <p><b>INTRODUCED:</b> 02/16/2007</p> <p><b>LAST AMEND:</b> 05/02/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 05/21/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Requires each county or city general plan to encompass a specified planning and projection period, except for the housing and open-space elements. Requires each element, except for housing and open-space elements to be updated at least every five years. Provides the required housing element updating requirement. Requires the conservation element and the open-space element to be updated concurrently with the housing element.</p> <p><b>STATUS:</b></p> <p>05/02/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p><b>Position:</b> CALCOG-Opp, League-Opp</p>

CA SB 934	<p><b>AUTHOR:</b> Lowenthal [D]  <b>TITLE:</b> Housing and Infrastructure Zones  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 05/01/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Appropriations Committee  <b>SUMMARY:</b>  Establishes a pilot project allowing for the formation of 100 housing and infrastructure zones in the state. Authorizes Economic Development and Infrastructure Development Bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible property, including interchanges, ramps and bridges, material streets, parking facilities, transit facilities, sewage treatment and water reclamation plants and interceptor pipes.  <b>STATUS:</b>  05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.  <b>Position:</b> CALCOG-Sup, LEAGUE-Sponsor</p>
US S 683	<p><b>SPONSOR:</b> Schumer [D]  <b>TITLE:</b> Operating and Capital Assistance  <b>INTRODUCED:</b> 02/26/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Banking, Housing and Urban Affairs Committee  <b>SUMMARY:</b>  Ensures that operating and capital assistance is provided for certain previously assisted public housing dwelling units.  <b>STATUS:</b>  02/26/2007 INTRODUCED.  02/26/2007 In SENATE. Read second time.  02/26/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>

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## HOUSING BONDS

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CA AB 29	<b>AUTHOR:</b>	Hancock [D]
	<b>TITLE:</b>	Infill Development: Incentive Grants
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	12/04/2006
	<b>LAST AMEND:</b>	04/19/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Housing and Community Development Committee
	<b>SUMMARY:</b>	Relates to infill development. Requires certain of the Housing and Emergency Shelter Trust Funds to be made available to the Department of Housing and Community Development for the purposes of making infrastructure grants for construction or acquisition of capital assets to qualifying cities, counties, and cities and counties. Requires a project to meet certain, listed criteria in order to be eligible for grant funding.
	<b>STATUS:</b>	
	04/19/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.
	<b>Position:</b>	CALCOG-Sup
CA AB 792	<b>AUTHOR:</b>	Garcia [R]
	<b>TITLE:</b>	Environmentally Sustainable Affordable Housing Program
	<b>INTRODUCED:</b>	02/22/2007
	<b>LAST AMEND:</b>	03/29/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Housing and Community Development Committee
	<b>SUMMARY:</b>	Establishes the Environmentally Sustainable Affordable Housing Program consisting of the Construction Liability Insurance Reform Pilot Program, the Green Building, Energy Efficiency and Building Design Program, and the Affordable Housing for Teachers Program. Requires the department to fund these programs.
	<b>STATUS:</b>	
	03/29/2007	To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and NATURAL RESOURCES.
	03/29/2007	From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.
	03/29/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

CA AB 1017	<p><b>AUTHOR:</b> Ma [D]</p> <p><b>TITLE:</b> Affordable Housing Program</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/09/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Housing and Community Development Committee</p> <p><b>SUMMARY:</b>  Establishes the Affordable Housing Revolving Development and Acquisition Program under the administration of the Department of Housing and Community Development for the purpose of funding projects to develop or preserve affordable housing. Requires the department to issue a Notice of Funding Availability to select a private sector entity to manage funding, including reviewing and approving loan applications, originating loans, and servicing loans. Establishes the Affordable Housing Committee.</p> <p><b>STATUS:</b></p> <p>04/09/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.</p> <p>04/09/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p> <p><b>Position:</b> CALCOG-SupInConc</p>
CA AB 1053	<p><b>AUTHOR:</b> Nunez [D]</p> <p><b>TITLE:</b> Housing and Emergency Shelter Trust Fund Act</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 03/29/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Assembly Appropriations Committee</p> <p><b>HEARING:</b> 05/23/2007 9:00 am</p> <p><b>SUMMARY:</b>  Relates to the Housing and Emergency Shelter Trust Fund Act of 2006. Relates to finance of existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Requires the Secretary of Business, Transportation and Housing, in consultation with various agencies, to prepare and submit a specified report and a strategic plan, and obtain approval for the plan prior to expending any funds that are not continuously appropriated.</p> <p><b>STATUS:</b></p> <p>04/25/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Do pass to Committee on APPROPRIATIONS.</p>

CA AB 1231	<p><b>AUTHOR:</b> Garcia [R]</p> <p><b>TITLE:</b> Infill Development: Incentive Grants</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Housing and Community Development Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Department of Housing and Community Development to use funds allocated from the Regional Planning, Housing, and Infill Incentive Account to make infrastructure grants for construction or acquisition of capital assets to qualifying cities, counties, and cities and counties. Requires the grants to be used for infrastructure that is directly related to identified infill housing projects.</p> <p><b>STATUS:</b></p> <p>03/26/2007 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT.</p> <p><b>Position:</b> CALCOG-SupInConc</p>
CA AB 1536	<p><b>AUTHOR:</b> Smyth [R]</p> <p><b>TITLE:</b> Housing and Emergency Shelter Trust Fund Act of 2006</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 03/27/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Department of Parks and Recreation to be the primary agency authorized to administer the housing-related parks grants in urban, suburban, and rural areas, and to administer the grants for park creation, development, or rehabilitation to encourage infill development.</p> <p><b>STATUS:</b></p> <p>04/18/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Not heard.</p> <p><b>Position:</b> CALCOG-SupInConc</p>

CA SB 46	<p><b>AUTHOR:</b> Perata [D]  <b>TITLE:</b> Housing and Emergency Shelter Trust Fund Act  <b>FISCAL COMMITTEE:</b> no  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 12/22/2006  <b>LAST AMEND:</b> 04/10/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>          Makes technical, nonsubstantive changes to the Housing and Emergency Shelter Trust Fund Act of 2006 which authorizes the issuance of bonds to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes a competitive grant program for infill housing development and infrastructure needs.  <b>STATUS:</b>          04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.  <b>Position:</b> CALCOG-SupInConc</p>
CA SB 292	<p><b>AUTHOR:</b> Wiggins [D]  <b>TITLE:</b> State Bond Funds: Allocation  <b>INTRODUCED:</b> 02/15/2007  <b>LAST AMEND:</b> 04/30/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>          Requires the Secretaries for Environmental Protection and the Resources Agency to develop a planning grant program for local and regional agencies to develop urban greening plans. Requires the program to comply with the requirements of the Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act. Provides grant priority to local and regional agencies that adopt a plan. Relates to nonprofit organizations applying for grants to help implement an urban greening project.  <b>STATUS:</b>          04/30/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.  <b>Position:</b> CALCOG-SupInConc</p>

CA SB 522	<p><b>AUTHOR:</b> Dutton [R]</p> <p><b>TITLE:</b> Infill Housing: Incentives</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/19/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Rules Committee</p> <p><b>SUMMARY:</b>  Relates to the finance of existing housing programs, capital outlay related to infill development, brownfield cleanup and housing-related parks. Sets forth findings and declarations regarding expenditure of the funds deposited in the Regional Planning, Housing and Infill Incentive Account. Authorizes a program for grants to cities and counties for the construction or acquisition of capital assets.</p> <p><b>STATUS:</b>  04/19/2007 From SENATE Committee on RULES with author's amendments.  04/19/2007 In SENATE. Read second time and amended. Re-referred to Committee on RULES.  <b>Position:</b> CALCOG-SupInConc</p>
CA SB 546	<p><b>AUTHOR:</b> Ducheny [D]</p> <p><b>TITLE:</b> Department of Housing and Community Development: Funds</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 05/21/2007 10:00 am</p> <p><b>SUMMARY:</b>  Requires a specified report at the Department of Housing and Community Development to include certain information relating to the programs funded under the Housing and Emergency Shelter Trust Fund Act of 2002 and the Housing and Emergency Shelter Trust Fund Act of 2006.</p> <p><b>STATUS:</b>  04/24/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p>



CA SB 753	<b>AUTHOR:</b> Correa [D] <b>TITLE:</b> Mobilehomes and Manufactured Homes: Purchase <b>INTRODUCED:</b> 02/23/2007 <b>LAST AMEND:</b> 04/16/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Appropriations Committee <b>SUMMARY:</b> Authorizes funds under the CalHome Program, which enables low and very low income households to become or remain homeowners, to be used to finance the purchase of the land beneath a mobilehome or manufactured home by the owner, or the purchase of both the lot and the home. Provides that conditions in existing law related to funding mutual housing and certain cooperative housing do not apply to financing of an interest in certain manufactured housing communities or mobilehome parks. <b>STATUS:</b> 05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.
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**SOLID WASTE**

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CA AB 722	<b>AUTHOR:</b> Levine [D] <b>TITLE:</b> Energy: General Service Incandescent Lamp <b>INTRODUCED:</b> 02/22/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Appropriations Committee <b>SUMMARY:</b> Amends the Warren-Alquist State Resources Conservation and Development Act which requires the State Energy Resources Conservation and Development Commission to prescribe the minimum level of operating efficiency for lighting devices. Prohibits on and after a specified date the sale of general service incandescent lamps. <b>STATUS:</b> 05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.
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CA AB 1150	<b>AUTHOR:</b> Lieu [D] <b>TITLE:</b> Solid Waste: Transformation <b>INTRODUCED:</b> 02/23/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> Relates to a transformation integrated waste management program. Defines transformation as the incineration of solid waste, or the processing of solid waste through a noncombustion thermal, chemical, or biological process. <b>STATUS:</b> 03/15/2007 To ASSEMBLY Committee on NATURAL RESOURCES.
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CA AB 1237	<p><b>AUTHOR:</b> Hancock [D]  <b>TITLE:</b> Solid Waste: Solid Waste Facilities  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Natural Resources Committee  <b>SUMMARY:</b>  Relates to existing law which requires the Integrated Waste Management Board to either concur or object to the issuance or revision of a solid waste facility permit within 60 days from the board's receipt of a facility permit. Extends the time period in which the board may concur or object to 90 days. Eliminates the need for a public hearing prior to an enforcement action by the board.  <b>STATUS:</b>  03/15/2007 To ASSEMBLY Committee on NATURAL RESOURCES.</p>
CA SB 1020	<p><b>AUTHOR:</b> Padilla [D]  <b>TITLE:</b> Solid Waste: Diversion  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 04/09/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Appropriations Committee  <b>SUMMARY:</b>  Requires, with exceptions, that a city or county divert from landfill disposal or transformation no less than 75% of all solid waste, through source reduction, recycling, and composting activities. Makes nonsubstantive technical changes.  <b>STATUS:</b>  05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
US HR 70	<p><b>SPONSOR:</b> Davis Jo [R]  <b>TITLE:</b> Out of State Municipal Solid Waste Regulations  <b>INTRODUCED:</b> 01/04/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> House Energy and Commerce Committee  <b>SUMMARY:</b>  Authorizes States to regulate the receipt and disposal of out-of-State municipal solid waste.  <b>STATUS:</b>  01/04/2007 INTRODUCED.  01/04/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>
US HR 274	<p><b>SPONSOR:</b> Davis Jo [R]  <b>TITLE:</b> Municipal Solid Waste  <b>INTRODUCED:</b> 01/05/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> House Energy and Commerce Committee  <b>SUMMARY:</b>  Imposes certain limitations on the receipt of out-of-state municipal solid waste.  <b>STATUS:</b>  01/05/2007 INTRODUCED.  01/05/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>

US HR 518	<p><b>SPONSOR:</b> Dingell [D]  <b>TITLE:</b> Solid Waste Disposal Act  <b>INTRODUCED:</b> 01/17/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Environment and Public Works Committee  <b>SUMMARY:</b>  Amends the Solid Waste Disposal Act to authorize States to restrict receipt of foreign municipal solid waste and implement the Agreement Concerning the Transboundary Movement of Hazardous Waste between the United States and Canada, and for other purposes.  <b>STATUS:</b>  04/25/2007 In SENATE. Read second time.  04/25/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>
US HR 720	<p><b>SPONSOR:</b> Oberstar [DFL]  <b>TITLE:</b> Water Pollution Control  <b>INTRODUCED:</b> 01/30/2007  <b>LAST AMEND:</b> 03/09/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Environment and Public Works Committee  <b>SUMMARY:</b>  Authorizes appropriations for State water pollution control revolving funds.  <b>STATUS:</b>  03/12/2007 In SENATE. Read second time.  03/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>
US S 719	<p><b>SPONSOR:</b> Lautenberg [D]  <b>TITLE:</b> Surface Transportation Board  <b>INTRODUCED:</b> 02/28/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee  <b>SUMMARY:</b>  Amends section 10501 of title 49, United States Code, to exclude solid waste disposal from the jurisdiction of the Surface Transportation Board.  <b>STATUS:</b>  02/28/2007 INTRODUCED.  02/28/2007 In SENATE. Read second time.  02/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>

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**TRANSIT**

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CA AB 387	<b>AUTHOR:</b>	Duvall [R]
	<b>TITLE:</b>	Design-Build: Transit Contracts
	<b>INTRODUCED:</b>	02/15/2007
	<b>LAST AMEND:</b>	04/17/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Business and Professions Committee
	<b>SUMMARY:</b>	
		Amends law that authorizes transit operators to enter into design-build contract according to specified procedures. Provides that the prequalification process is optional for technology or surveillance procurements designed to enhance safety, disaster preparedness, and homeland security efforts and allows those projects to be awarded based on either the lowest responsible bidder or best value.
	<b>STATUS:</b>	
	05/08/2007	In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage.
	05/08/2007	In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Reconsideration granted.
CA AB 889	<b>AUTHOR:</b>	Lieu [D]
	<b>TITLE:</b>	Metro Green Line Construction Authority
	<b>INTRODUCED:</b>	02/22/2007
	<b>LAST AMEND:</b>	04/30/2007
	<b>DISPOSITION:</b>	Pending
	<b>COMMITTEE:</b>	Assembly Appropriations Committee
	<b>HEARING:</b>	05/23/2007 9:00 am
	<b>SUMMARY:</b>	
		Establishes the Metro Green Line Construction Authority for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Metro Green Line light rail project that would establish a coastal extension of the Green Line to the north and south, including an initial segment to the Los Angeles International Airport. Provides for specified related duties for the authority. Provides for the governing board of the authority.
	<b>STATUS:</b>	
	04/30/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	<b>Position:</b>	MTA-Opp

CA AB 901	<p><b>AUTHOR:</b> Nunez [D]</p> <p><b>TITLE:</b> Transportation: Highway Safety Traffic Reduction</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/18/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs and describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding.</p> <p><b>STATUS:</b></p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>Position:</b> MTA-SuppIfAmend</p>
CA AB 981	<p><b>AUTHOR:</b> Ma [D]</p> <p><b>TITLE:</b> High Speed Rail Authority</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/12/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the High-Speed Rail Authority. Eliminates specified contingencies to the exercise of the board's authority and specifies that the authority constitutes a governing body for the purposes of adopting a resolution of necessary. Authorizes the authority to employ its own legal staff or contract with other state agencies for legal services, or both, however, requires the Attorney General to represent the authority in any litigation or judicial proceeding.</p> <p><b>STATUS:</b></p> <p>05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>

CA AB 1221	<p><b>AUTHOR:</b> Ma [D]</p> <p><b>TITLE:</b> Transit Village Developments: Tax Financing</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Assembly Appropriations Committee</p> <p><b>HEARING:</b> 05/23/2007 9:00 am</p> <p><b>SUMMARY:</b></p> <p>Allows a city or county that prepares a transit village plan, with the agreement with each government agency that operates every transit station in the transit district, to engage in tax increment financing to fulfill the goals of a transit development plan.</p> <p><b>STATUS:</b></p> <p>05/09/2007 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.</p> <p><b>Position:</b> CALCOG-Sup</p>
CA AB 1228	<p><b>AUTHOR:</b> Solorio [D]</p> <p><b>TITLE:</b> High-Speed Passenger Train Bond Act</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Provides that Anaheim is to be the Southern terminus of the initial segment of the high-speed train system. provides for the Anaheim-Irvine segment, the bill would provide that no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs.</p> <p><b>STATUS:</b></p> <p>05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>Position:</b> OCTA-Sponsor</p>
CA AB 1240	<p><b>AUTHOR:</b> Benoit [R]</p> <p><b>TITLE:</b> Riverside County Transportation Commission</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.</p> <p><b>STATUS:</b></p> <p>05/07/2007 In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.</p> <p><b>Position:</b> CSAC-Sup, RCTC-Sponsor, SCAG-Sup</p>

CA SB 442	<p><b>AUTHOR:</b> Ackerman [R]</p> <p><b>TITLE:</b> Public Contracts: Transit Projects: Design-Build</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/21/2007</p> <p><b>LAST AMEND:</b> 04/09/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Transportation and Housing Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to transit projects and design-build contracting. Authorizes the Orange County Transit District to enter into design-build contracts for transit projects in accordance with specified provisions.</p> <p><b>STATUS:</b></p> <p>04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage.</p> <p>04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.</p> <p><b>Position:</b> OCTA-Sponsor, SCAG-Sup</p>
CA SB 650	<p><b>AUTHOR:</b> Padilla [D]</p> <p><b>TITLE:</b> Vehicles: Maximum Length: Exceptions</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>FILE:</b> 22</p> <p><b>LOCATION:</b> Senate Third Reading File</p> <p><b>SUMMARY:</b></p> <p>Extends to 65 feet the maximum vehicle length with exception for an articulated bus or articulated trolley coach. Requires such vehicle to operate on a dedicated right-of-way, except for reasonable access between terminals and maintenance facilities and the route where revenue service is provided.</p> <p><b>STATUS:</b></p> <p>05/01/2007 In SENATE. Read second time. To third reading.</p> <p><b>Position:</b> MTA-Sup</p>

CA SB 724	<p><b>AUTHOR:</b> Kuehl [D]  <b>TITLE:</b> Public Utilities Commission: Rate Setting  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 03/27/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Energy, Utilities and Communications Committee</p> <p><b>SUMMARY:</b>  Requires the Public Utilities Commission, in a ratesetting or quasi-legislative case involving a light rail grade crossing, to resolve issues raised in the scoping memo within 9 months of the date of the memo, unless the commission makes a written determination that the deadline cannot be met, including findings as to the reason, and issues an order extending the deadline.</p> <p><b>STATUS:</b>  03/29/2007 Withdrawn from SENATE Committee on RULES.  03/29/2007 To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.</p> <p><b>Position:</b> MTA-Sup</p>
US HR 238	<p><b>SPONSOR:</b> Waxman [D]  <b>TITLE:</b> Funding for San Fernando Valley Metro Rail Project  <b>INTRODUCED:</b> 01/04/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Banking, Housing and Urban Affairs Committee</p> <p><b>SUMMARY:</b>  Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.</p> <p><b>STATUS:</b>  03/27/2007 In SENATE. Read second time.  03/27/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>
US S 497	<p><b>SPONSOR:</b> Boxer [D]  <b>TITLE:</b> Los Angeles to San Fernando Valley Metro Rail Project  <b>INTRODUCED:</b> 02/06/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Banking, Housing and Urban Affairs Committee</p> <p><b>SUMMARY:</b>  Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.</p> <p><b>STATUS:</b>  02/06/2007 INTRODUCED.  02/06/2007 In SENATE. Read second time.  02/06/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>



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**TRANSPORTATION**

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CA AB 57	<b>AUTHOR:</b>	Soto [D]
	<b>TITLE:</b>	Highways: Safe Routes to School Construction Program
	<b>INTRODUCED:</b>	12/04/2006
	<b>LAST AMEND:</b>	03/28/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	Deletes the repeal date of the Safe Routes to School construction program and of provisions authorizing state and local entities to secure and expend federal funds for programs related to bicycles and pedestrian safety and traffic-calming measures in high-hazard locations.
	<b>STATUS:</b>	
	04/18/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	<b>Position:</b>	League-Sup, MTC-Sup
CA AB 256	<b>AUTHOR:</b>	Huff [R]
	<b>TITLE:</b>	Highway Users Tax Account: Appropriation of Funds
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/05/2007
	<b>LAST AMEND:</b>	04/25/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	Provides, that in any year in which the Budget Act has not been enacted by a specified date, that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are continuousl appropriated and may be encumbered from certain purposes until the Budget Act is enacted. Authorizes the Controller to make estimates in order to implement these provisions.
	<b>STATUS:</b>	
	05/09/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	<b>Position:</b>	CSAC-Sup, OCTA-Sponsor

CA AB 397	<p><b>AUTHOR:</b> Adams [R]  <b>TITLE:</b> Sales and Use Taxes: Exemption: Fuel Taxes  <b>INTRODUCED:</b> 02/15/2007  <b>LAST AMEND:</b> 03/29/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Assembly Revenue and Taxation Committee  <b>HEARING:</b> 05/21/2007 1:30 pm  <b>SUMMARY:</b>  Relates to the Sales and Use Tax Law that imposes a state sales and use tax on the gross receipts from the sale of tangible personal property sold at retail in this state or on the sales price of tangible personal property purchased from a retailer for the storage, use, or other consumption of that property in this state by the purchaser. Provides that the terms sales price and gross receipts do not include the amount of any state or federal fuel taxes.  <b>STATUS:</b>  05/14/2007 In ASSEMBLY Committee on REVENUE AND TAXATION: To Suspense File.</p>
CA AB 642	<p><b>AUTHOR:</b> Wolk [D]  <b>TITLE:</b> Design-Build: Counties, Cities &amp; Special Districts  <b>INTRODUCED:</b> 02/21/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Local Government Committee  <b>SUMMARY:</b>  Authorizes any county, with the approval of the board of supervisors, to enter into design-build contracts in accordance with specified provisions. Expands design-build contracts to include water resource facilities and wastewater treatment projects.  <b>STATUS:</b>  03/22/2007 To ASSEMBLY Committee on LOCAL GOVERNMENT.  <b>Position:</b> League-Sup</p>
CA AB 663	<p><b>AUTHOR:</b> Galgiani [D]  <b>TITLE:</b> Alcoholic Beverages: Advertising  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/21/2007  <b>LAST AMEND:</b> 03/26/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Governmental Organization Committee  <b>SUMMARY:</b>  Adds an outdoor professional sports facility with a certain fixed seating capacity located in San Joaquin County to the provisions of existing law that provides an exemption for certain alcoholic beverage related entities to purchase advertising space and time from, or on behalf of , an on-sale retail licensee, if the licensee is the owner, manager, agent of the owner, assigned of the owner's advertising rights, or major tenant of specified facilities in particular counties.  <b>STATUS:</b>  05/17/2007 To SENATE Committee on GOVERNMENTAL ORGANIZATION.</p>

CA AB 784	<p><b>AUTHOR:</b> Karnette [D]  <b>TITLE:</b> Transportation Bonds  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 04/24/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>  Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which authorizes the issuance of general obligations bonds for various transportation purposes and provides that a portion of the bond funds shall be available to the Office of Emergency Services to be allocated as grants, for port, harbor, and ferry terminal security improvements. Provides that, with respect to funds allocated by the Office, applicants not comply with competitive bidding requirements.  <b>STATUS:</b>  05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 867	<p><b>AUTHOR:</b> Davis [D]  <b>TITLE:</b> Transportation Analysis Zones  <b>INTRODUCED:</b> 02/22/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>  Requires each metropolitan planning organization and each transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional transportation analysis zones. Requires results of such analysis to be availed to the public.  <b>STATUS:</b>  05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 899	<p><b>AUTHOR:</b> Parra [D]  <b>TITLE:</b> Transportation Facilities: Public-Private Partnerships  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 04/10/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, through a specified date.  <b>STATUS:</b>  04/10/2007 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.  04/10/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>

CA AB 945	<p><b>AUTHOR:</b> Carter [D]  <b>TITLE:</b> Transportation Needs Assessment  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 04/26/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>          Requires the Transportation Commission to develop, on a every-5-year basis, an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis.  <b>STATUS:</b>          05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.  <b>Position:</b> CSAC-Sup, MTC-Sup</p>
CA AB 1003	<p><b>AUTHOR:</b> Jeffries [R]  <b>TITLE:</b> Department of Transportation: Engineering Services  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 04/09/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>          Authorizes transportation agencies and cities within counties that have in place a voter-approved transportation sales tax program to contract with the Department of Transportation for specified dedicated engineering and consulting services.  <b>STATUS:</b>          04/16/2007 In ASSEMBLY Committee on TRANSPORTATION: Not heard.</p>

CA AB 1295	<p><b>AUTHOR:</b> Spitzer [R]</p> <p><b>TITLE:</b> Tolls: Orange and Riverside Counties</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Assembly Appropriations Committee</p> <p><b>HEARING:</b> 05/23/2007 9:00 am</p> <p><b>SUMMARY:</b></p> <p>Authorizes the Orange County Transportation Authority to eliminate its right, interests and obligations in the Riverside County portion of State Highway Route 90 toll land. Authorizes the Riverside County Transportation Commission to impose tolls for 50 years on its portion of State Highway Route 91 for operating expenses of the toll lane. Authorizes the issuance of bonds for transportation facilities within a specified corridor. Relates to the construction of a toll lane on State Highway Route 15.</p> <p><b>STATUS:</b></p> <p>05/01/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>
CA AB 1306	<p><b>AUTHOR:</b> Huff [R]</p> <p><b>TITLE:</b> Sales Taxes on Gasoline</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>Reduces the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account by eliminating what is commonly known as the spillover formula. Increase revenues from the sales tax on gasoline that are deposited in the General Fund. Requires those revenues to be transferred to the Transportation Investment Fund.</p> <p><b>STATUS:</b></p> <p>04/23/2007 In ASSEMBLY Committee on TRANSPORTATION: Failed passage.</p> <p>04/23/2007 In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.</p> <p><b>Position:</b> MTA-Opp, OCTA-Sponsor</p>

CA AB 1322	<p><b>AUTHOR:</b> Duvall [R]</p> <p><b>TITLE:</b> Transportation: Eminent Domain</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/02/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Assembly Appropriations Committee</p> <p><b>HEARING:</b> 05/23/2007 9:00 am</p> <p><b>SUMMARY:</b></p> <p>Requires the Department of Transportation, for any property that the department is acquiring by eminent domain, to provide a copy of all appraisals performed or obtained by the department to the owner of the property. Requires the owner of the property to provide a copy of those appraisals to the department if they are first provided to the property owner instead of the department.</p> <p><b>STATUS:</b></p> <p>05/02/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>
CA AB 1373	<p><b>AUTHOR:</b> Emmerson [R]</p> <p><b>TITLE:</b> Highway Construction Contract: Design-Build Method</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes the San Bernardino Associated Governments to use a design-build procurement method for the construction of improvements to the highways that provide access to health facilities offering emergency services in San Bernardino County.</p> <p><b>STATUS:</b></p> <p>04/23/2007 In ASSEMBLY Committee on TRANSPORTATION: Not heard.</p>
CA AB 1457	<p><b>AUTHOR:</b> Huffman [D]</p> <p><b>TITLE:</b> Parks and Recreation: State Parks: Roads</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee</p> <p><b>SUMMARY:</b></p> <p>Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property.</p> <p><b>STATUS:</b></p> <p>04/24/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.</p> <p><b>Position:</b> OCTA-Opp, SCAG-Opp</p>

CA AB 1499	<b>AUTHOR:</b> Garrick [R] <b>TITLE:</b> Department of Transportation: Design-Build <b>INTRODUCED:</b> 02/23/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Transportation Committee <b>SUMMARY:</b> Authorizes the Department of Transportation to use the design-build procurement process for its state highway construction contracts. <b>STATUS:</b> 03/22/2007 To ASSEMBLY Committee on TRANSPORTATION.
CA SB 45	<b>AUTHOR:</b> Perata [D] <b>TITLE:</b> Transportation Funds: Transit System Safety <b>FISCAL COMMITTEE:</b> no <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 12/22/2006 <b>LAST AMEND:</b> 04/10/2007 <b>DISPOSITION:</b> Pending <b>COMMITTEE:</b> Senate Appropriations Committee <b>HEARING:</b> 05/21/2007 10:00 am <b>SUMMARY:</b> Establishes the application process for capital projects for funding from the Transit System Safety, Security and Disaster Response Account, which allocations would be made by the Office of Homeland Security to transit operators. Requires OHS to report on the projects receiving funding. Provides for allocations by the Office of Emergency Services to transit operators to develop disaster response transportation systems capable of moving goods, people, and equipment in the aftermath of a disaster. <b>STATUS:</b> 05/07/2007 In SENATE Committee on APPROPRIATIONS: Not heard.

CA SB 56	<p><b>AUTHOR:</b> Runner G [R]  <b>TITLE:</b> Highway Construction Contracts  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 01/10/2007  <b>LAST AMEND:</b> 05/01/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Appropriations Committee  <b>SUMMARY:</b>          Declares the intent of the Legislation to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects. Requires a transportation entity to implement a labor compliance program for design-build projects. Establishes a procedure for submitting bids.  <b>STATUS:</b>          05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
CA SB 61	<p><b>AUTHOR:</b> Runner G [R]  <b>TITLE:</b> High-Occupancy Toll Lanes and Toll Roads  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 01/16/2007  <b>LAST AMEND:</b> 05/01/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>          Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.  <b>STATUS:</b>          05/01/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.  <b>Position:</b> SCAG-Sup</p>



CA SB 184	<p><b>AUTHOR:</b> Alquist [D]</p> <p><b>TITLE:</b> Transportation Projects</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/06/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Limits provisions of existing law that authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation to projects advanced for expenditure by an eligible entity.</p> <p><b>STATUS:</b></p> <p>05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>Position:</b> OCTA-Sponsor</p>
CA SB 427	<p><b>AUTHOR:</b> Harman [R]</p> <p><b>TITLE:</b> Environmental Quality Act: Impact Reports</p> <p><b>INTRODUCED:</b> 02/21/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes a lead agency to prepare a short form environmental impact report for a project subject to the Cal. Environmental Quality Act (CEQA) if the project meets specified criteria, including that the project is a qualified urban use, provides housing or employment near specified areas, and incorporates specified mitigation measures.</p> <p><b>STATUS:</b></p> <p>02/28/2007 To SENATE Committee on ENVIRONMENTAL QUALITY.</p> <p><b>Position:</b> CALCOG-Sup</p>

CA SB 445      **AUTHOR:**                      Torlakson [D]  
**TITLE:**                              Road User Task Force  
**FISCAL COMMITTEE:**              yes  
**URGENCY CLAUSE:**                no  
**INTRODUCED:**                    02/21/2007  
**LAST AMEND:**                    05/08/2007  
**DISPOSITION:**                   Pending  
**LOCATION:**                        Senate Appropriations Committee  
**SUMMARY:**  
Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.  
**STATUS:**  
05/08/2007                      From SENATE Committee on APPROPRIATIONS with author's amendments.  
05/08/2007                      In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.  
**Position:**                      CALCOG-Sup, CSAC-Sup, MTA-SupIfAmend, MTC-Sup

CA SB 717      **AUTHOR:**                      Perata [D]  
**TITLE:**                              Transportation Investment Fund  
**FISCAL COMMITTEE:**              yes  
**URGENCY CLAUSE:**                no  
**INTRODUCED:**                    02/23/2007  
**LAST AMEND:**                    05/10/2007  
**DISPOSITION:**                   Pending  
**LOCATION:**                        ASSEMBLY  
**SUMMARY:**  
Continues the Transportation Investment Fund in existence and specifies the use of revenues deposited in that fund from gasoline sales tax revenues subject to a specified article of the State Constitution, beginning in the 2008-09 fiscal year.  
**STATUS:**  
05/14/2007                      In SENATE. Read third time. Passed SENATE. \*\*\*\*\*To ASSEMBLY.  
**Position:**                      CALCOG-Sup, CSAC-Sup, League-Sup

CA SB 826	<p><b>AUTHOR:</b> Padilla [D]</p> <p><b>TITLE:</b> Solid Waste: Environmental Justice: Facilities Permits</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/12/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Integrated Waste Management Board to adopt regulations setting minimum standards for solid waste facilities and to identify and mitigate impacts in disproportionately affected communities in which such facilities are located. Requires before issuing a facilities permit, the enforcement agency to provide notice including the Web site where the permit is available for review. Extends the time period in which the board may concur or object to the issuance, modification or revision of a permit.</p> <p><b>STATUS:</b></p> <p>05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspend File.</p>
CA SB 872	<p><b>AUTHOR:</b> Ackerman [R]</p> <p><b>TITLE:</b> State-Local Partnership Program</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/08/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 05/21/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds.</p> <p><b>STATUS:</b></p> <p>05/08/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.</p> <p>05/08/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p><b>Position:</b> OCTA-Sup</p>

CA SB 974	<p><b>AUTHOR:</b> Lowenthal [D]</p> <p><b>TITLE:</b> Ports: Congestion Relief; Environmental Mitigation</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/30/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and a portion to the Northern California Port Mitigation Relief Trust Fund. Authorizes infrastructure bank financing agreements.</p> <p><b>STATUS:</b></p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>Position:</b> CALCOG-Sup, MTA-SuppIfAmend</p>
CA SB 1016	<p><b>AUTHOR:</b> Wiggins [D]</p> <p><b>TITLE:</b> Diversion: Annual Reports</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/10/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> ASSEMBLY</p> <p><b>SUMMARY:</b></p> <p>Authorizes the Integrated Waste Management Board, if it determines that a city or county has diverted more than 50% of solid waste from landfill disposal through source reduction, recycling, and composting activities, to submit once every 2 years the information required in a specified report. Provides that, for a city or county submitting the report every 2 years, they must return to annual submission if they fail to divert 50% of the solid waste, or if the board rescinds the authorization.</p> <p><b>STATUS:</b></p> <p>05/17/2007 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.</p>

CA SB 1020	<p><b>AUTHOR:</b> Padilla [D]  <b>TITLE:</b> Solid Waste: Diversion  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 04/09/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Appropriations Committee  <b>SUMMARY:</b>  Requires, with exceptions, that a city or county divert from landfill disposal or transformation no less than 75% of all solid waste, through source reduction, recycling, and composting activities. Makes nonsubstantive technical changes.  <b>STATUS:</b>  05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
CA SCR 16	<p><b>AUTHOR:</b> Negrete McLeod [D]  <b>TITLE:</b> Gary Moon Memorial Interchange  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/20/2007  <b>LAST AMEND:</b> 03/26/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Designates the future interchange at State Highway Route 210 and Interstate 215, the Gary Moon Memorial Interchange.  <b>STATUS:</b>  05/03/2007 To ASSEMBLY Committee on TRANSPORTATION.</p>
US HR 238	<p><b>SPONSOR:</b> Waxman [D]  <b>TITLE:</b> Funding for San Fernando Valley Metro Rail Project  <b>INTRODUCED:</b> 01/04/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Banking, Housing and Urban Affairs Committee  <b>SUMMARY:</b>  Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.  <b>STATUS:</b>  03/27/2007 In SENATE. Read second time.  03/27/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>
US HR 802	<p><b>SPONSOR:</b> Oberstar [DFL]  <b>TITLE:</b> Act to Prevent Pollution from Ships  <b>INTRODUCED:</b> 02/05/2007  <b>LAST AMEND:</b> 03/26/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee  <b>SUMMARY:</b></p>

To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.

**STATUS:**  
03/28/2007 In SENATE. Read second time.  
03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US HR 1053 **SPONSOR:** Miller Ga [R]  
**TITLE:** California Transportation Projects  
**INTRODUCED:** 02/14/2007  
**DISPOSITION:** Pending  
**LOCATION:** House Transportation & Infrastructure Committee  
**SUMMARY:**  
Authorizes the Secretary of Transportation to carry out certain transportation projects in the State of California to relieve congestion on State Route 91.  
**STATUS:**  
02/14/2007 INTRODUCED.  
02/14/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1195 **SPONSOR:** Oberstar [DFL]  
**TITLE:** Safe Accountable Flexible Efficient Transportation Act  
**INTRODUCED:** 02/27/2007  
**LAST AMEND:** 03/26/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Environment and Public Works Committee  
**SUMMARY:**  
Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections; relates to other purposes.  
**STATUS:**  
03/27/2007 In SENATE. Read second time.  
03/27/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US HR 1401 **SPONSOR:** Thompson B [D]  
**TITLE:** Security of Railroads and Public Transportation  
**INTRODUCED:** 03/08/2007  
**LAST AMEND:** 03/27/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Commerce, Science & Transportation Committee  
**SUMMARY:**  
To improve the security of railroads, public transportation, and over-the-road buses in the United States, and for other purposes.  
**STATUS:**  
03/28/2007 In SENATE. Read second time.  
03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US HR 1493 **SPONSOR:** Mica [R]  
**TITLE:** Secretary of Transportation Grant Authorizations

	<b>INTRODUCED:</b>	03/13/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Transportation & Infrastructure Committee
	<b>SUMMARY:</b>	
		To authorize the Secretary of Transportation to make grants to public transportation agencies, over-the-road bus operators, railroads, and other certain entities to improve security, and for other purposes.
	<b>STATUS:</b>	
	03/13/2007	INTRODUCED.
	03/13/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US HR 1516	<b>SPONSOR:</b>	Oberstar [DFL]
	<b>TITLE:</b>	Appropriations for Railroad Safety
	<b>INTRODUCED:</b>	03/14/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Transportation & Infrastructure Committee
	<b>SUMMARY:</b>	
		Authorizes appropriations for activities under the Federal railroad safety laws for fiscal years 2008 through 2011, and for other purposes.
	<b>STATUS:</b>	
	03/14/2007	INTRODUCED.
	03/14/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US HR 1606	<b>SPONSOR:</b>	Matsui D [D]
	<b>TITLE:</b>	Flexibility Incentive Grant Program
	<b>INTRODUCED:</b>	03/20/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Transportation & Infrastructure Committee
	<b>SUMMARY:</b>	
		Provides for the establishment of a flexibility incentive grant program.
	<b>STATUS:</b>	
	03/20/2007	INTRODUCED.
	03/20/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US S 4	<b>SPONSOR:</b>	Reid [D]
	<b>TITLE:</b>	War on Terror
	<b>INTRODUCED:</b>	01/04/2007
	<b>LAST AMEND:</b>	03/13/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	HOUSE
	<b>SUMMARY:</b>	
		A bill to make the United States more secure by implementing unfinished recommendations of the 9/11 Commission to fight the war on terror more effectively, to improve homeland security, and for other purposes.
	<b>STATUS:</b>	
	03/13/2007	In SENATE. Amended on SENATE floor.
	03/13/2007	In SENATE. Passed SENATE. *****To HOUSE.
US S 184	<b>SPONSOR:</b>	Inouye [D]

	<b>TITLE:</b> Rail and Surface Transportation Security <b>INTRODUCED:</b> 01/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> SENATE <b>SUMMARY:</b> Provides improved rail and surface transportation security. <b>STATUS:</b> 02/15/2007 From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported with an amendment in the nature of a substitute. 02/15/2007 In SENATE. Placed on SENATE Legislative Calendar.
US S 234	<b>SPONSOR:</b> Kerry [D] <b>TITLE:</b> Television White Spaces <b>INTRODUCED:</b> 01/09/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee <b>SUMMARY:</b> Requires the FCC to issue a final order regarding television white spaces. <b>STATUS:</b> 01/09/2007 INTRODUCED. 01/09/2007 In SENATE. Read second time. 01/09/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 294	<b>SPONSOR:</b> Lautenberg [D] <b>TITLE:</b> Reauthorizing Amtrak <b>INTRODUCED:</b> 01/16/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee <b>SUMMARY:</b> A bill to reauthorize Amtrak, and for other purposes. <b>STATUS:</b> 04/25/2007 In SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Ordered to be reported as amended.
US S 775	<b>SPONSOR:</b> Carper [D] <b>TITLE:</b> National Commission on Infrastructure <b>INTRODUCED:</b> 03/06/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Environment and Public Works Committee <b>SUMMARY:</b> Establishes a National Commission on the Infrastructure of the United States. <b>STATUS:</b> 03/06/2007 INTRODUCED. 03/06/2007 In SENATE. Read second time. 03/06/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.



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**TRANSPORTATION BONDS**

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CA AB 412	<b>AUTHOR:</b>	Smyth [R]
	<b>TITLE:</b>	Transportation: Project Deadlines
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/16/2007
	<b>LAST AMEND:</b>	03/26/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	
		Requires each agency designated by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to allocate bond funds to establish guidelines that specify deadlines for commencing construction or implementation for each program it administers under the bond act.
	<b>STATUS:</b>	
	03/26/2007	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/26/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
CA AB 575	<b>AUTHOR:</b>	Arambula [D]
	<b>TITLE:</b>	Highway Safety Traffic Reduction: Emission Reductions
	<b>INTRODUCED:</b>	02/21/2007
	<b>LAST AMEND:</b>	05/01/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	
		Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security bond Act of 2006 that provides a specified amount of funds from that act to be appropriated to the State Air Resources Board for emission reductions. Requires the board to develop guidelines meeting specified requirements for the allocation of those funds, and to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from freight movement activities.
	<b>STATUS:</b>	
	05/16/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

CA AB 784	<p><b>AUTHOR:</b> Karnette [D]</p> <p><b>TITLE:</b> Transportation Bonds</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/24/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which authorizes the issuance of general obligations bonds for various transportation purposes and provides that a portion of the bond funds shall be available to the Office of Emergency Services to be allocated as grants, for port, harbor, and ferry terminal security improvements. Provides that, with respect to funds allocated by the Office, applicants not comply with competitive bidding requirements.</p> <p><b>STATUS:</b></p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 901	<p><b>AUTHOR:</b> Nunez [D]</p> <p><b>TITLE:</b> Transportation: Highway Safety Traffic Reduction</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/18/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs and describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding.</p> <p><b>STATUS:</b></p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>

CA AB 995	<p><b>AUTHOR:</b> Nava [D]</p> <p><b>TITLE:</b> Ports Infrastructure, Security, and Air Quality</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/24/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to transportation. Requires projects funded from bonds issued under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act to meet highest benefits compared to cost. Provides that projects that reduce pollution to be given priority for funding from bond proceeds. Prohibits the Budget Act from including appropriations and the Legislature from enacting legislation containing specified transportation projects funded from the proceeds of these bonds.</p> <p><b>STATUS:</b></p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 1350	<p><b>AUTHOR:</b> Nunez [D]</p> <p><b>TITLE:</b> Transportation Bond Funds</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/10/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires the Office of Emergency Services and the Department of Transportation to issue a report to the Legislature that addresses specified issues related to emergency disaster response.</p> <p><b>STATUS:</b></p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p><b>Position:</b> MTA-SuppIfAmend</p>

CA AB 1351    **AUTHOR:** Levine [D]  
**TITLE:** Transportation: State-Local Partnerships  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 04/10/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Appropriations Committee  
**HEARING:** 05/23/2007 9:00 am  
**SUMMARY:**  
Amends the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. States the intent of the Legislature to appropriate a specified amount of funds for the State-Local Partnership Program for funding transportation projects for a specified period. Defines local funds under the program relating to a local match as revenues from any locally imposed transportation related sales tax. Requires certain related reports.  
**STATUS:**  
04/23/2007    From ASSEMBLY Committee on TRANSPORTATION:  
Do pass to Committee on APPROPRIATIONS.

CA AB 1672    **AUTHOR:** Nunez [D]  
**TITLE:** Transportation: Infrastructure  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 04/23/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**  
Requires the State Transportation Commission consult with the chairs of the appropriate policy committees of the Legislature not less than 60 days prior to adopting changes to any guidelines for the expenditure of funds pursuant to the Highway Safety, Traffic Reeducation, Air Quality and Port Security Fund of 2006.  
**STATUS:**  
05/02/2007    In ASSEMBLY Committee on APPROPRIATIONS: To  
Suspense File.

CA SB 9      **AUTHOR:**                      Lowenthal [D]  
**TITLE:**                              Trade Corridor Improvement: Transportation Project  
**INTRODUCED:**                      12/04/2006  
**LAST AMEND:**                      04/10/2007  
**DISPOSITION:**                      Pending  
**COMMITTEE:**                      Senate Appropriations Committee  
**HEARING:**                          05/21/2007 10:00 am  
**SUMMARY:**

Relates to the Trade Corridor Improvement Transportation Project. Requires inclusion in a regional transportation plan. Requires for funding emphasis to be on consideration of specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity. Requires inclusion of a plan to mitigate emissions associated with their projects. Provides funding for projects that support movement of freight with zero emissions.

**STATUS:**  
04/17/2007                      From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.

CA SB 19      **AUTHOR:**                      Lowenthal [D]  
**TITLE:**                              Trade Corridor: Projects to Reduce Emissions: Funding  
**INTRODUCED:**                      12/04/2006  
**LAST AMEND:**                      04/10/2007  
**DISPOSITION:**                      Pending  
**COMMITTEE:**                      Senate Appropriations Committee  
**HEARING:**                          05/21/2007 10:00 am  
**SUMMARY:**

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Specifies a list of projects eligible for this funding. Require that the Air Resources Board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Requires applicants for this funding to include with their application for funding a plan to reduce emissions associated with goods movement activity.

**STATUS:**  
04/17/2007                      From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.

CA SB 45	<p><b>AUTHOR:</b> Perata [D]  <b>TITLE:</b> Transportation Funds: Transit System Safety  <b>FISCAL COMMITTEE:</b> no  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 12/22/2006  <b>LAST AMEND:</b> 04/10/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>  Establishes the application process for capital projects for funding from the Transit System Safety, Security and Disaster Response Account, which allocations would be made by the Office of Homeland Security to transit operators. Requires OHS to report on the projects receiving funding. Provides for allocations by the Office of Emergency Services to transit operators to develop disaster response transportation systems capable of moving goods, people, and equipment in the aftermath of a disaster.  <b>STATUS:</b>  05/07/2007 In SENATE Committee on APPROPRIATIONS: Not heard.</p>
CA SB 47	<p><b>AUTHOR:</b> Perata [D]  <b>TITLE:</b> Transportation Bonds  <b>INTRODUCED:</b> 12/22/2006  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Rules Committee  <b>SUMMARY:</b>  States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program.  <b>STATUS:</b>  01/18/2007 To SENATE Committee on RULES.  Type: 2-Year</p>
CA SB 262	<p><b>AUTHOR:</b> Runner-G [R]  <b>TITLE:</b> Transportation: Trade Corridors Improvement  <b>INTRODUCED:</b> 02/14/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Transportation and Housing Committee  <b>SUMMARY:</b>  Requires the Transportation Commission, when allocating certain funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Ports of Los Angeles and Long Beach.  <b>STATUS:</b>  04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Heard, remains in Committee.  Type: 2-Year</p>

CA SB 286	<p><b>AUTHOR:</b> Lowenthal [D]  <b>TITLE:</b> Transportation Bonds: Implementation  <b>INTRODUCED:</b> 02/15/2007  <b>LAST AMEND:</b> 05/14/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>  Requires Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated in cycles by the Controller. Requires the Controller to use the population figures from the Department of Finance in making allocations to cities. Requires an applicant for funds to submit a list of projects expected to be funded to the department . Requires the funds to be allocated within 3 fiscal years of the date of allocation. Requires return of unallocated funds.  <b>STATUS:</b>  05/14/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.  05/14/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.  <b>Position:</b> CSAC-Sponsor, LEAGUE-Sponsor</p>
CA SB 307	<p><b>AUTHOR:</b> Dutton [R]  <b>TITLE:</b> Goods Movement  <b>INTRODUCED:</b> 02/16/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Rules Committee  <b>SUMMARY:</b>  States the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan.  <b>STATUS:</b>  02/28/2007 To SENATE Committee on RULES.  <b>Type:</b> 2-Year</p>

CA SB 716	<p><b>AUTHOR:</b> Perata [D]  <b>TITLE:</b> Transit Operators  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 05/16/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>  Relates to appropriations to transportation agencies for transit capital projects pursuant to a specified order. Specifies requirements for an eligible project sponsor to receive an allocation of funds appropriated from the account. Requires the Transportation Commission and the Controller to administer these provisions.  <b>STATUS:</b>  05/16/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.  05/16/2007 In SENATE. Read second time and amended.  Re-referred to Committee on APPROPRIATIONS.</p>
CA SB 745	<p><b>AUTHOR:</b> Oropeza [D]  <b>TITLE:</b> Transportation Funding: Port Security  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 04/09/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Transportation and Housing Committee  <b>SUMMARY:</b>  Requires the Office of Emergency Services to develop criteria for allocating general obligation bond funds for port, harbor, and ferry terminal security.  <b>STATUS:</b>  04/09/2007 From SENATE Committee on RULES with author's amendments.  04/09/2007 In SENATE. Read second time and amended.  Re-referred to Committee on RULES.  04/09/2007 Re-referred to SENATE Committees on TRANSPORTATION AND HOUSING and GOVERNMENTAL ORGANIZATION.  <b>Type:</b> 2-Year</p>



CA SB 748	<p><b>AUTHOR:</b> Corbett [D]</p> <p><b>TITLE:</b> Transportation: State Local Partnerships</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/10/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 05/21/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Relates to state-local partnerships to eligible transportation projects. Appropriates bond funds for the fund. Defines local matching funds for purposes of the required dollar-for-dollar match. Establishes an application procedure for eligible applicants. Establishes timelines. Requires a report. Limits bond funding.</p> <p><b>STATUS:</b></p> <p>04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p> <p><b>Position:</b> MTA-Opp, MTC-Sup</p>
CA SB 872	<p><b>AUTHOR:</b> Ackerman [R]</p> <p><b>TITLE:</b> State-Local Partnership Program</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/08/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 05/21/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds.</p> <p><b>STATUS:</b></p> <p>05/08/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.</p> <p>05/08/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>

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**TRIBES**

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CA AB 169    **AUTHOR:** Levine [D]  
              **TITLE:** Joint Powers Authorities: Indian Tribes  
              **FISCAL COMMITTEE:** no  
              **URGENCY CLAUSE:** no  
              **INTRODUCED:** 01/23/2007  
              **DISPOSITION:** Pending  
              **LOCATION:** SENATE  
              **SUMMARY:**  
              Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments.  
              **STATUS:**  
              05/14/2007    In ASSEMBLY. Read third time. Passed ASSEMBLY.  
                              \*\*\*\*\*To SENATE.  
              **Position:** CALCOG-Sup  
              **SCAG:** Sponsor

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**WATER**

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CA AB 224    **AUTHOR:** Wolk [D]  
              **TITLE:** Water Supply Planning  
              **FISCAL COMMITTEE:** yes  
              **URGENCY CLAUSE:** no  
              **INTRODUCED:** 01/29/2007  
              **LAST AMEND:** 04/25/2007  
              **DISPOSITION:** Pending  
              **LOCATION:** Assembly Appropriations Committee  
              **SUMMARY:**  
              Enacts the Climate Change and Water Resource Protection Act of 2007. Requires the Department of Water Resources to include an analysis of the potential effects of climate change, in reports or plans that the department is required to prepare. Prohibits the department from approving a request for a specified grant unless certain requirements are met. Requires a report by the Water Resources Control Board that quantifies the energy savings and greenhouse emission reduction of water supply development.  
              **STATUS:**  
              05/09/2007    In ASSEMBLY Committee on APPROPRIATIONS: To  
                              Suspense File.

CA SB 27	<p><b>AUTHOR:</b> Simitian [D]  <b>TITLE:</b> Sacramento-San Joaquin River Delta Drinking Water  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 12/04/2006  <b>LAST AMEND:</b> 04/24/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Appropriations Committee  <b>SUMMARY:</b></p> <p>Requires the Secretary of the Resources Agency to begin implementing certain actions on behalf of the Sacramento-San Joaquin River Delta, including investing in emergency preparedness, funding projects to aid sustainability in the Delta, identifying critical levees to be strengthened, and commencing Delta restoration projects. Declares legislative intent to enact legislation to begin implementing a program for sustainable management of the Delta in 2008.</p> <p><b>STATUS:</b></p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To  Suspense File.</p>
US HR 122	<p><b>SPONSOR:</b> Dreier [R]  <b>TITLE:</b> Reclamation Wastewater and Groundwater Study  <b>INTRODUCED:</b> 01/04/2007  <b>LAST AMEND:</b> 03/05/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Energy and Natural Resources Committee  <b>SUMMARY:</b></p> <p>Amends the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the Inland Empire regional recycling project and in the Cucamonga Valley Water District recycling project.</p> <p><b>STATUS:</b></p> <p>03/06/2007 In SENATE. Read second time.  03/06/2007 To SENATE Committee on ENERGY AND NATURAL  RESOURCES.</p>
US HR 700	<p><b>SPONSOR:</b> McNerney [D]  <b>TITLE:</b> Federal Water Pollution Control Act  <b>INTRODUCED:</b> 01/29/2007  <b>LAST AMEND:</b> 03/08/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Environment and Public Works Committee  <b>SUMMARY:</b></p> <p>To amend the Federal Water Pollution Control Act to extend the pilot program for alternative water source projects.</p> <p><b>STATUS:</b></p> <p>03/09/2007 In SENATE. Read second time.  03/09/2007 To SENATE Committee on ENVIRONMENT AND  PUBLIC WORKS.</p>
US HR 720	<p><b>SPONSOR:</b> Oberstar [DFL]  <b>TITLE:</b> Water Pollution Control</p>

	<b>INTRODUCED:</b>	01/30/2007
	<b>LAST AMEND:</b>	03/09/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Environment and Public Works Committee
	<b>SUMMARY:</b>	
		Authorizes appropriations for State water pollution control revolving funds.
	<b>STATUS:</b>	
	03/12/2007	In SENATE. Read second time.
	03/12/2007	To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.
US HR 1140	<b>SPONSOR:</b>	Calvert [R]
	<b>TITLE:</b>	Advanced Water Treatment Plant Facility
	<b>INTRODUCED:</b>	02/16/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Energy and Natural Resources Committee
	<b>SUMMARY:</b>	
		To authorize the Secretary, in cooperation with the City of San Juan Capistrano, California, to participate in the design, planning, and construction of an advanced water treatment plant facility and recycled water system, and for other purposes.
	<b>STATUS:</b>	
	05/08/2007	In SENATE. Read second time.
	05/08/2007	To SENATE Committee on ENERGY AND NATURAL RESOURCES.
US HR 1495	<b>SPONSOR:</b>	Oberstar [DFL]
	<b>TITLE:</b>	Conservation and Development of Water
	<b>INTRODUCED:</b>	03/13/2007
	<b>LAST AMEND:</b>	05/16/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Conference Committee
	<b>SUMMARY:</b>	
		To provide for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.
	<b>STATUS:</b>	
	05/16/2007	In SENATE. Amended on SENATE floor.
	05/16/2007	In SENATE. Passed SENATE. *****To HOUSE for concurrence.
	05/16/2007	In SENATE. SENATE insists on its amendments and requests a conference.
	05/16/2007	*****To CONFERENCE Committee.
US HR 1725	<b>SPONSOR:</b>	Bono [R]
	<b>TITLE:</b>	Reclamation Wastewater and Groundwater Study
	<b>INTRODUCED:</b>	03/28/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Natural Resources Committee
	<b>SUMMARY:</b>	
		Amends the Reclamation Wastewater and Groundwater Study and

Facilities Act to authorize the Secretary of the Interior to participate in the Rancho California Water District Southern Riverside County Recycled/Non-Potable Distribution Facilities and Demineralization/Desalination Recycled Water Treatment and Reclamation Facility Project.

**STATUS:**

03/28/2007 INTRODUCED.  
03/28/2007 To HOUSE Committee on NATURAL RESOURCES.

US HR 1737

**SPONSOR:** Capps [D]  
**TITLE:** Reclamation Wastewater and Groundwater Study  
**INTRODUCED:** 03/28/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Energy and Natural Resources Committee  
**SUMMARY:**

To amend the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the design, planning, and construction of permanent facilities for the GREAT project to reclaim, reuse, and treat impaired waters in the area of Oxnard, California.

**STATUS:**

05/08/2007 In SENATE. Read second time.  
05/08/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.

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**WATER BONDS**

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CA AB 41

**AUTHOR:** La Malfa [R]  
**TITLE:** Water Resources: Temperance Flat Surface Water  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 12/04/2006  
**LAST AMEND:** 04/09/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Natural Resources Committee  
**SUMMARY:**

Relates to the Temperance Flat Surface Water Storage Project and Site Reservoir. Relates to the Environmental Quality Act. Provides for various exemptions from requirements of the act regarding construction of the Temperance Flat Surface Water Storage Project and the Sites Reservoir.

**STATUS:**

04/09/2007 To ASSEMBLY Committee on NATURAL RESOURCES.  
04/09/2007 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.  
04/09/2007 In ASSEMBLY. Read second time and amended.  
Re-referred to Committee on NATURAL RESOURCES.

CA AB 1253    **AUTHOR:** Caballero [D]  
**TITLE:** Regional and Local Land Use Plans  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 04/17/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**  
Creates the Sustainable Communities Regional and Local Land Use Planning Program within the Resources Agency. Requires the agency Secretary to administer the program. Appropriates unspecified sums from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 for grants and incentives for the development of specified regional and local land use plans, for grants and loans to local governments, councils of governments, and other public agencies.  
**STATUS:**  
05/16/2007    In ASSEMBLY Committee on APPROPRIATIONS; To  
Suspense File.  
**Position:** CALCOG-SupInConc

CA AB 1297    **AUTHOR:** Arambula [D]  
**TITLE:** Water: Regional Water Management Plans  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 05/02/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**  
Prohibits state funding for the development of a regional plan pursuant to the Integrated Regional Water Management Planning Act from exceeding 5% of the total funding available for integrated regional water management for the region or part of the region covered in the plan. Directs providing 5% of the amount available for integrated regional water management for a region or part of the region covered in the plan, for development or improvement of a plan, to a regional water management group.  
**STATUS:**  
05/16/2007    In ASSEMBLY Committee on APPROPRIATIONS; To  
Suspense File.  
**Position:** CALCOG-SupInConc



CA SB 5	<p><b>AUTHOR:</b> Machado [D]</p> <p><b>TITLE:</b> Flood Management</p> <p><b>INTRODUCED:</b> 12/04/2006</p> <p><b>LAST AMEND:</b> 04/25/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 05/21/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Requires the Department of Water Resources to prepare the Sacramento-San Joaquin River Flood Management Plan and to adopt the plan. Requires the plan to include specified components relating to the river flood management system. Requires flood risks in approvals of projects in flood hazard zones. Requires specified local governments to amend the general plan to include related specified data, analysis, goals, and objectives and to develop funding mechanism to finance local flood responsibilities.</p> <p><b>STATUS:</b></p> <p>04/30/2007 Withdrawn from SENATE Committee on RULES.</p> <p>04/30/2007 Re-referred to SENATE Committee on APPROPRIATIONS.</p>
CA SB 27	<p><b>AUTHOR:</b> Simitian [D]</p> <p><b>TITLE:</b> Sacramento-San Joaquin River Delta Drinking Water</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 12/04/2006</p> <p><b>LAST AMEND:</b> 04/24/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Secretary of the Resources Agency to begin implementing certain actions on behalf of the Sacramento-San Joaquin River Delta, including investing in emergency preparedness, funding projects to aid sustainability in the Delta, identifying critical levees to be strengthened, and commencing Delta restoration projects. Declares legislative intent to enact legislation to begin implementing a program for sustainable management of the Delta in 2008.</p> <p><b>STATUS:</b></p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>



CA SB 167	<p><b>AUTHOR:</b> Negrete McLeod [D]  <b>TITLE:</b> General Plans: Planning Grants and Incentives  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/01/2007  <b>LAST AMEND:</b> 05/15/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>  Requires the Governor's Office of Planning and Research to award grants and loans to cities and counties to prepare and adopt general plans, habitat conservation plans, zoning ordinances, design standards, and municipal service reviews, including the costs of complying with the Environmental Quality Act. Appropriates funds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Fund of 2006 for the 2007-08 fiscal year.  <b>STATUS:</b>  05/15/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.  05/15/2007 In SENATE. Read second time and amended.  Re-referred to Committee on APPROPRIATIONS.</p>
CA SB 732	<p><b>AUTHOR:</b> Steinberg [D]  <b>TITLE:</b> Coastal Protection Bond Act of 2006  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 05/15/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Appropriations Committee  <b>HEARING:</b> 05/21/2007 10:00 am  <b>SUMMARY:</b>  Relates to the implementation of the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, the establishment of the Forestland Conservation Program, funds for nature education and research facilities and for parks, reports regarding act related grant recipients, investor-owned utilities, and the funding of integrated regional water management plan projects or programs.  <b>STATUS:</b>  05/15/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.  05/15/2007 In SENATE. Read second time and amended.  Re-referred to Committee on APPROPRIATIONS.  <b>Position:</b> CALCOG-SupInConc</p>

CA SB 763

**AUTHOR:** Ridley-Thomas [D]  
**TITLE:** Economic Development Programs  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 04/30/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Business, Professions & Economic  
Development Committee

**SUMMARY:**

Declares the intent of the Legislature to enact legislation providing that all economic development programs implemented by the Business, Transportation and Housing Agency should, at the discretion of the Secretary of Business, Transportation and Housing, adopt specified objectives.

**STATUS:**

05/03/2007 Withdrawn from SENATE Committee on RULES.  
05/03/2007 Re-referred to SENATE Committee on BUSINESS,  
PROFESSIONS AND ECONOMIC DEVELOPMENT.

**Position:** CALCOG-SupInConc

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# MEMO

**DATE:** June 7, 2007  
**TO:** Regional Council  
**FROM:** Don Rhodes, Manager, Government and Public Affairs, (213)-236-1840;  
[Rhodes@scag.ca.gov](mailto:Rhodes@scag.ca.gov)  
**SUBJECT:** Summary of SCAG legislative positions.

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## BACKGROUND:

SCAG has taken positions on the following legislative bills during this legislative session. This summary of the legislation and positions taken are provided for your information and review. Attached are the graphic and written provisions of SCAG's legislative protocol that describe the process for positions being taken on legislation, including when an expedited review is needed.

### Assembly Bills

AB 630 (Price): SUPPORT - requires the Air Resources Board (ARB) to expeditiously adopt an emissions standard or requirement proposed by South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act. It further requires that ARB submit the standard or requirement to the EPA for waiver or authorization, if necessary.

AB 1240 (Benoit): SUPPORT - AB 1240 designates the Riverside County Transportation Commission (RCTC) as a transit operator for the purpose of entering into design-build contracts to construct the initial phase of the Perris Valley Commuter Rail Line, which will run approximately 16 miles from downtown Riverside to Perris.

AB 1457 (Huffman): OPPOSE - AB 1457 would prohibit a state or local agency from funding the construction of a road that would physically encroach upon a state park. Specifically, it prevents the construction of the SR-241 Foothill Transportation Corridor South, a project contained in SCAG's Regional Transportation Plan.

### Senate Bills

SB 61 (Runner): SUPPORT - Enhances prior public private partnership (PPP) legislation by providing the California Department of Transportation with broader authority to enter into PPPs for projects on high priority transportation corridors.

SB 375 (Steinberg): SUPPORT - Provides for the integration of transportation and land-use planning. Requires the California Transportation Commission to adopt guidelines for travel demand models used in the development of Regional Transportation Plans (RTPs), and provides for streamlined CEQA requirements for local governments that conform their land use plans to a preferred growth scenario.

# MEMO

SB 442 (Ackerman): SUPPORT – Enables the use of design build contracting for the construction of high-occupancy vehicles lanes connecting State Route 22 (SR-22) to Interstate 405 (I-405) and Interstate 605 (I-605) in south west Orange County, a project known as “Phase II” of the SR-22 project, to continue the accelerated delivery of this project.

SB 1028 (Padilla): SUPPORT – Requires the Air Resources Board (ARB) to be held to the same statutory standard of conduct for mobile source emissions as local air districts are held under existing law for stationary source emissions, by requiring ARB to adopt and enforce every feasible rule and regulation under the Federal Clean Air Act or authorized by the Environmental Protection Agency to achieve ambient air quality standards.

The positions taken on these bills are consistent with SCAG’s 2007 Legislative Program and Protocol. A copy of the relevant protocol sections are provided for your information.

## FISCAL IMPACT:

Work associated with implementation of the SCAG 2007 Legislative Program is covered Government Affairs Work Element # 07-810.SCGS1.

Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

## **APPENDIX A**

### **LEGISLATIVE PROTOCOL**

## **| APPENDIX A LEGISLATIVE PROTOCOL**

### **LEGISLATIVE PROGRAM**

- SCAG employs the services of contract lobbyists in Washington, DC and Sacramento.
- Contacts with the federal and state lobbyists are coordinated through the Manager of Government and Public Affairs.
- The lobbyists work with SCAG to implement the Legislative Program and to coordinate visits to Washington, DC and Sacramento by Regional Council Members for the purpose of meeting with elected and appointed officials of the executive and legislative branches of the federal and state government.
- The budget for Government Affairs advocacy activities is provided through General Fund revenues. Federal law prohibits the use of federal funds for lobbying purposes.
- Retainers and expenses for both the federal and state legislative advocates are contained within the FY 2005/06 Overall Work Program adopted by the Regional Council.
- SCAG's advocacy efforts are coordinated with the county transportation commissions, cities, counties and subregional organizations to ensure the maximum efficacy. Policy Review and Action SCAG and its state and federal lobbyists operate according to the Legislative Program approved annually by the Regional Council.
- The Regional Council establishes SCAG's official policies on all legislative or regulatory matters.

### **Policy Review and Action**

SCAG legislative staff shall communicate to legislators, administrators and others SCAG's positions on bills, constitutional amendments, and other matters when germane Regional Council policy exists.

- If no germane Regional Council policy exists or it is unclear whether an adopted policy is on-point, legislation and other matters shall be processed as follows:
  - If the legislation or other matter falls under the purview of a task force or sub committee and time permits, it shall be presented to the task force or sub committee first.
  - Legislation or other matters first heard in a task force or sub committee shall be referred to the appropriate policy committee for consideration. If no relevant task force or sub committee exists, the legislation or other matter shall be submitted to the appropriate policy committee.
  - Not less than one month after a policy committee has considered and recommended a position on legislation or other matters, the matter shall be brought to the Regional Council for adoption of a formal position.

## **APPENDIX A**

### **LEGISLATIVE PROTOCOL**

Legislation shall be referred to more than one task force or sub committee and one committee at the direction of the Executive Committee.

Certain matters may be referred directly to the Regional Council due to their critical nature or the time constraints of the federal or state legislative calendars.

Certain matters may be brought to the Regional Council the same day they are considered by a policy committee or the Executive Committee acting in its capacity of Legislative Committee due to the constraints of the federal or state legislative calendars.

Regional Council, policy committee, sub committee, and task force members desiring Regional Council action on legislative or other matters not directly contained within the Legislative Program shall direct their requests to the Executive Committee.

If the Executive Committee approves the request, SCAG legislative staff shall process the legislative or other matter in the manner outlined above.

- Upon the adoption of a position by the Regional Council, SCAG legislative staff shall consult members of the Executive Committee (the SCAG President and the policy committee chairs) and determine the appropriate course of action to be taken.
- SCAG legislative staff shall present one of the following recommendations to Executive Committee members (a flow chart illustrating this protocol follows in Appendix B):

For legislative or other matters contained within the Legislative Program or directly related to SCAG's statutory responsibilities: In addition to position letters and legislative tracking and interaction as described below, SCAG legislative staff shall, at the direction of the Executive Committee, coordinate advocacy visits to Sacramento or Washington, DC, for Regional Council members and/or SCAG management to meet with key policy makers and/or interested stakeholders and/or relevant grass roots organizations.

For legislative or other matters not contained within the Legislative Program, but considered traditional SCAG issues: In addition to a position letter to the author and legislative tracking by SCAG legislative staff and lobbyists, position letters shall be mailed to the appropriate legislative leadership, key legislators, legislative committees and executive branch agency officials. SCAG legislative staff and lobbyists shall interact with these persons to offer amendments, present testimony, fill information requests, or participate in working groups.

For legislative or other matters not contained in the Legislative Program, no traditionally considered SCAG issues, or not related to SCAG's statutory responsibilities: A position letter shall be delivered to the author's office to be filed on record. SCAG legislative staff and lobbyists shall monitor the progress of the matter and alert the Regional Council to any changes detrimental to SCAG's interest.

## APPENDIX A LEGISLATIVE PROTOCOL

Exceptions: Upon the direction of the Regional Council or the Executive Director upon consultation with the President, or when a legislative or other matter is resolved and no further action is required, the above procedures may be waived, amended, or otherwise altered. SCAG legislative staff shall seek guidance and offer alternative recommendations in those cases.

- For legislative or other matters contained within the Legislative Program or directly related to SCAG's statutory responsibilities: In addition to position letters and legislative tracking and interaction as described below, SCAG legislative staff shall, at the direction of the Executive Committee, coordinate advocacy visits to Sacramento or Washington, D.C., for Regional Council members and/or SCAG management to meet with key policy makers and/or interested stakeholders and/or relevant grass- roots organizations.
- To facilitate the implementation of the Legislative Program, SCAG legislative staff shall coordinate workshops with policy committees early in the legislative calendar to review introduced bills and constitutional amendments and narrow SCAG's legislative focus.
- Throughout the remainder of the legislative session, SCAG legislative staff shall present legislative matrices to the policy committees. In preparing the matrices, the staff shall review measures being tracked by various organizations including those representing cities, counties, and councils of governments and transportation commissions. Staff shall also seek the recommendations of its Sacramento and Washington lobbyists and other sources in preparing the matrices.
- SCAG legislative staff shall also present a matrix to the Regional Council tracking bills and constitutional amendments upon which SCAG has taken a position or which SCAG sponsors.
- Legislative matrices shall be updated monthly when the Legislature is in session.



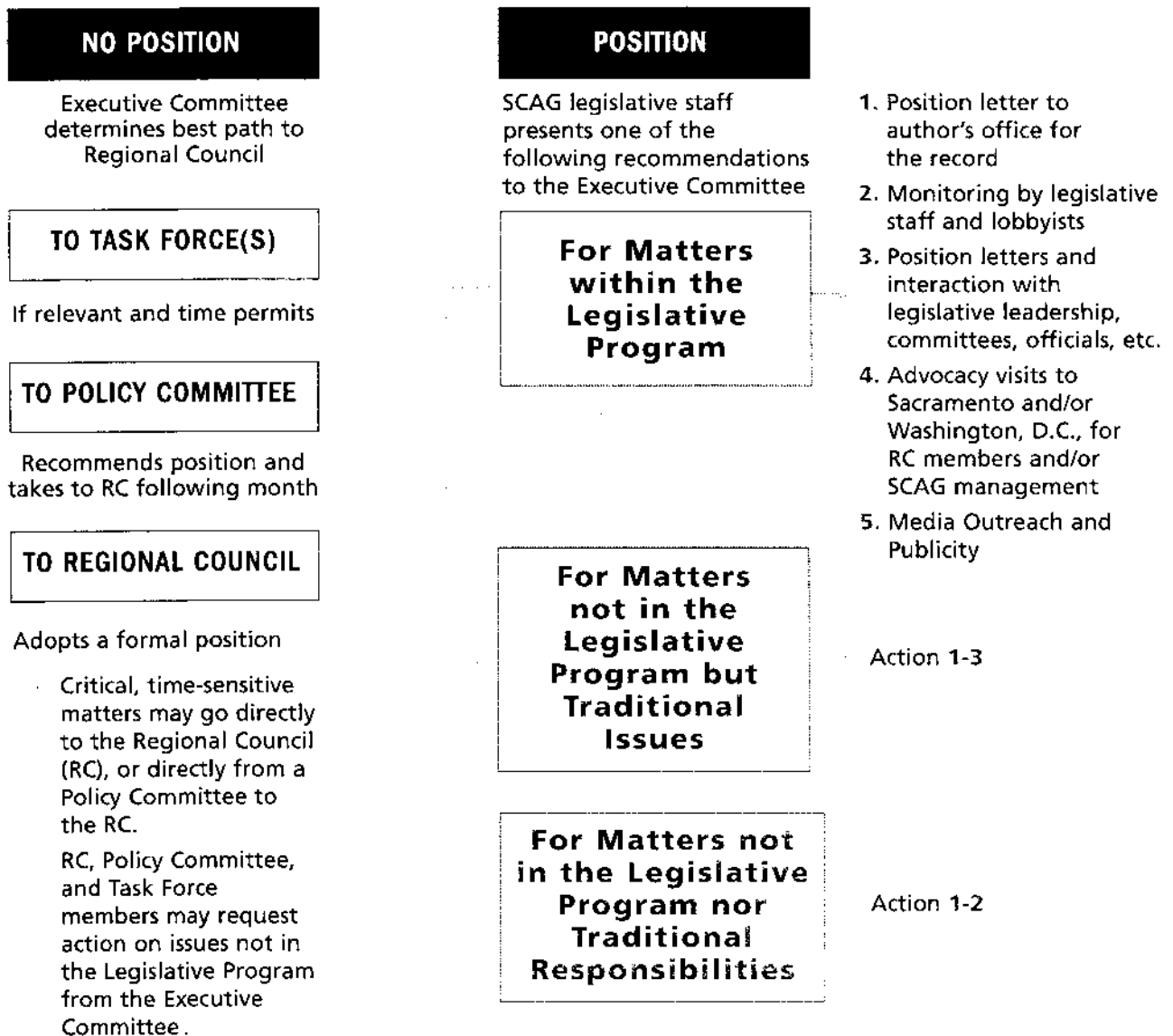
## **APPENDIX B**

### **LEGISLATIVE PROTOCOL FLOW CHART**

# APPENDIX B

## LEGISLATIVE PROTOCOL FLOW CHART

The Regional Council establishes SCAG's official policies on all legislative and regulatory matters to the Regional Council (RC), or directly from a Policy Committee to the RC.



SCAG staff facilitates Legislative Program implementation with Policy Committee workshops and legislative matrices for Policy Committees and the Regional Council.

# MEMO

**DATE:** June 7, 2007

**TO:** Regional Council

**FROM:** Leeor Alpern, Government Affairs Analyst, (213) 236-1883, alpern@scag.ca.gov

**SUBJECT:** SCAG 'Sacramento Legislative Day' – May 15, 2007

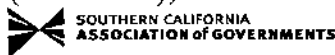
## BACKGROUND

As many of you know, SCAG's traditional annual visit to the California State Legislature occurred on Tuesday, May 15, 2007. The one-day visit consisted of morning and afternoon meetings with legislators and selected agency heads, as well as a SCAG hosted luncheon meeting. Representatives of the South Coast Air Quality Management District accompanied SCAG's delegation. The meetings focused on the air quality emergency being requested for the South Coast Air Basin as well as the infrastructure bond implementation.

SCAG President Gary Ovitt led this year's delegation of elected officials, which included Regional Council Members: Harry Baldwin; Ron Loveridge; Tonia Reyes Uranga; and Dennis Washburn. Regional Council Member Gary Ovitt, Ron Loveridge and Tonia Reyes Uranga serve on the board of the South Coast AQMD, which was also represented by Deputy Executive Director Oscar Abarca, Assistant Deputy Executive Director Anupom Ganguli and Senior Public Affairs Manager William Sanchez. Mark Pisano and SCAG Government Affairs staff also attended this trip.

At President Ovitt's request, this year's Sacramento Legislative Day agenda focused on the air quality crisis facing the South Coast Air Basin. The delegation communicated to the Assembly and Senate the Regional Council's recent call for a State of Emergency declaration by the Governor and President. The delegation explained that the region and state have made significant commitments to address the air quality crisis; for example, by setting ambitious goals with the San Pedro Bay Ports Clean Air Action Plan and financial commitments with the Infrastructure Bonds passed by voters in November 2006. The delegation noted that the Declaration of Emergency would address the federal government's regulatory authority it can exercise regarding mobile emission sources and funding that is needed to meet upcoming deadlines for emissions. Likewise, the delegation extended an invitation to legislators to participate in SCAG's Air Quality Crisis Summit on July 6th in Long Beach.

SCAG's delegation met with key members and staff of Assembly and Senate Committees as well as State Agency representatives, including: Senate Minority Leader Dick Ackerman (R - Tustin); Assembly Assistant Majority Leader Kevin de Leon (D - Los Angeles); Senate Transportation and Housing Committee Chair Alan Lowenthal (D - Long Beach); Senate Appropriations Committee Chair Tom Torlakson (D - Antioch); Senate Environmental Quality Committee Vice Chair George Runner (R - Antelope Valley); Senate President pro Tem Don Perata's Consultant, Kip Lipper; Senate Transportation & Housing Committee Member Robert Dutton (R - Rancho Cucamonga); Senate Transportation & Housing Committee Member Tom Harman (R - Orange); Assembly Transportation Committee Member Wilmer Amina Carter (D - Rialto); Senate Transportation and Housing Committee Member Gilbert Cedillo (D - Los Angeles);



# MEMO

Assembly Transportation Committee Vice Chair Michael Duvall (R - Yorba Linda); Senator Mark Ridley-Thomas (D - Los Angeles); Paul Van Dyke, Chief of Staff to Assembly Member Nell Soto (D - Pomona); Department of Housing and Community Development Director Lynn Jacobs; Director, Planning and Modal Programs California Department of Transportation, Joan Sollenberger; and Chief, Air Quality and Transportation Planning, Air Resources Board, Kurt Karperos.

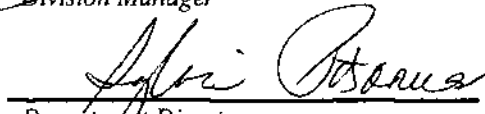
Additionally, SCAG staff left materials with Susan Kennedy, Chief of Staff to Governor Arnold Schwarzenegger, Erica Martinez, consultant to Assembly Speaker Fabian Núñez (D - Los Angeles), and staffs of members of the Southern California Delegation.

Attached is a short slide presentation on our visits and a copy of the two-page handout we distributed during the trip.

Reviewed by:

  
Division Manager

Reviewed by:

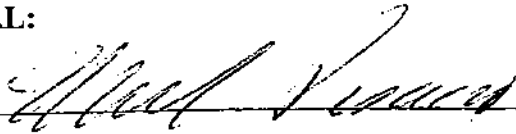
  
Department Director

Reviewed by:

  
Chief Financial Officer

# REPORT

**DATE:** June 7, 2007  
**TO:** Administration Committee and Regional Council  
**FROM:** Leyton Morgan, Manager of Contracts  
**SUBJECT:** State Lobbyist Contract  
**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve contract 08-002 to Hatch & Parent for state governmental affairs consulting and lobbying services, in an amount not-to-exceed \$100,000 annually (\$400,000 over 48 months - pending results of pre-award audit). The contract includes a base year plus three one year options. Continuation of the contract after each twelve-month period is contingent upon annual executive management review.

## BACKGROUND:

SCAG is seeking the services of a customer service oriented state governmental affairs consultant/lobbyist in Sacramento, California. The governmental affairs consultant/lobbyist shall provide state level advocacy services related to SCAG's state legislative priorities. The governmental affairs consultant/lobbyist shall develop and implement creative and innovative strategies for positioning SCAG as an influential leader in state legislative, regulatory and policy initiatives that affect the SCAG region.

SCAG staff mailed postcards to 41 firms on SCAG's bidders list to notify them of the release of Request for Proposal (RFP) 08-002. A total of 5 firms downloaded the RFP. The RFP was also posted on SCAG's web site. SCAG received the following 3 proposals in response to the RFP:

	<u>Annual</u>	<u>48-Months</u>
1. Hatch & Parent (No Sub-contractors)	\$100,000	\$400,000
2. Capital Representation Group, JV (No Sub-contractors)	\$100,000	\$400,000
3. California Strategies & Advocacy (No Sub-contractors)	\$99,600	\$398,400

The Proposal Review Committee (PRC) evaluated all 3 proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with all 3 proposers.

# REPORT

The PRC was composed of the following individuals:

Council Member Dennis Washburn, City of Calabasas  
Council Member Glenn Becerra, City of Simi Valley  
Council Member Tom Sykes, City of Walnut  
Council Member Paul Glaab, City of Laguna Niguel  
Sylvia Patsaouras, Interim Director of Government and Public Affairs

The PRC concluded that all three firms were capable of representing SCAG's interest in Sacramento. The PRC reached consensus that Hatch & Parent is the best fit for SCAG's current and forecasted needs and therefore recommends Hatch & Parent for contract award. The PRC also recommends Hatch & Parent for contract award because the firm's proposal and interview demonstrated a superior understanding of SCAG's legislative issues.

Hatch & Parent did an excellent job at outlining specific strategies to accomplish SCAG's state advocacy goals. Hatch & Parent also has an excellent record of achievement for SCAG; for example, they have been instrumental in:

- The enactment of Assembly Bill 1467 the most sweeping Public Private Partnership legislation in California's history.
- The enactment of Senate Bill 12 relating to the Regional Housing Needs Assessment.
- Incorporating SCAG's work on the Blueprint 2% strategy into bond implementation legislation.

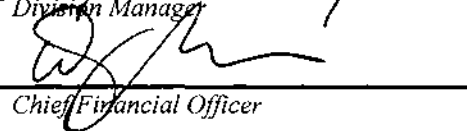
## FISCAL IMPACT:

The cost associated with this contract is captured in General Fund Work Element Number 08-800.SCGC2.

Reviewed by:

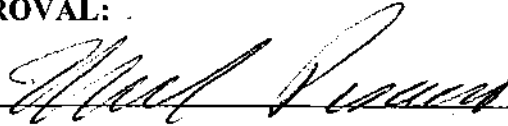
  
Division Manager

Reviewed by:

  
Chief Financial Officer

# REPORT

**DATE:** June 7, 2007  
**TO:** Administration Committee and Regional Council  
**FROM:** Leyton Morgan, Manager of Contracts  
**SUBJECT:** Federal Lobbyist Contract  
**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve contract 08-001 to C2 Group for federal governmental affairs consulting and lobbying services, in an amount not-to-exceed \$200,280 annually (\$881,120 over 48 months - pending results of pre-award audit). The contract includes a base year plus three one year options. Continuation of the contract after each twelve-month period is contingent upon annual executive management review.

## BACKGROUND:

SCAG employs the services of a Federal Government Affairs Consultant (Lobbyist) in Washington DC. The consultant will provide government affairs and legislative assistance on all matters related to SCAG adopted legislative program and federal priorities. The Federal Government Affairs Consultant will also be responsible for developing and implementing innovative strategies that seek to increase SCAG's visibility in Washington DC and position the organization as an influential leader on federal legislative and policy initiatives.

SCAG staff mailed postcards to 41 firms on SCAG's bidders list to notify them of the release of the Request for Proposal (RFP) 08-001. A total of 14 firms downloaded the RFP. The RFP was also posted on SCAG's web site. SCAG received the following 5 proposals in response to the RFP:

	<u>Annual</u>	<u>48-Months</u>
1. C2 Group, LLP (No Sub-contractors)	\$220,280	\$881,120
2. Akin Gump Strauss Hauer & Feld LLP (No Sub-contractors)	\$216,150	\$864,600
3. Blakey & Agnew, LLC (3 Sub-contractors)	\$219,472	\$877,888
4. Cavarocchi, Ruscio, Dennis Asso., LLC (No Sub-contractors)	\$235,000 (avg.)	\$940,000
5. David Turch and Associates (No Sub-contractors)	\$216,000	\$864,000

The Proposal Review Committee (PRC) evaluated all 5 proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with all 5 proposers.

# REPORT

The PRC was composed of the following individuals:

Council Member Harry Baldwin, City of San Gabriel  
Council Member Tom Sykes, City of Walnut  
Joanna Africa, Interim Direct of Legal Services  
Sylvia Patsaouras, Interim Director of Government and Public Affairs

Note - a 3<sup>rd</sup> SCAG Board member was not able to interview proposers due to illness the day of the interviews.

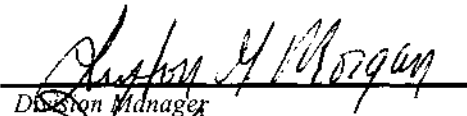
The PRC concluded that all five firms were capable of representing SCAG's interest in Washington, DC. The PRC reached consensus that C2 is the best fit for SCAG's current and forecasted needs and therefore recommends C2 for contract award. The PRC also recommends C2 for contract award because the firm's proposal and interview demonstrated a superior understanding of SCAG's legislative issues. Additionally, the PCR felt C2 has slightly better expertise in transportation than did the other firms. C2 did an excellent job at outlining specific strategies to accomplish SCAG's federal advocacy goals. C2 also has an excellent record of achievement for SGAG; for example, they have been instrumental in:

- Creating opportunities for SCAG to testify on a range of issues of national significance.
- Securing language in the SAFETEA-LU dealing with accelerating payment of consolidated planning grant that is a key component of SCAG's fiscal solvency.
- Advancing projects in the Regional Transportation Plan (RTP) for all of SCAG's member transportation commissions.

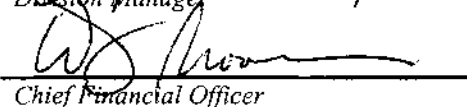
## FISCAL IMPACT:

The cost associated with this contract is captured in General Fund Work Element Number 08-800.SCGC1.

Reviewed by:

  
Division Manager

Reviewed by:

  
Chief Financial Officer



# REPORT

**DATE:** June 7, 2007

**TO:** Regional Council

**FROM:** Sheryll Del Rosario, Associate Planner, (213) 236-1879, [delrosar@scag.ca.gov](mailto:delrosar@scag.ca.gov)

**SUBJECT:** PEIR addendum for the Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP

**EXECUTIVE DIRECTOR'S APPROVAL:**

**RECOMMENDED ACTION:**

Approve the PEIR addendum for the Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP.

**BACKGROUND:**

On May 3, 2007, the Executive Committee authorized release of the Draft Programmatic Impact Report (PEIR) addendum of the 2004 Regional Transportation Plan (RTP) and Conformity Determination for the RTP and Regional Transportation Improvement Plan (RTIP) for a 30-day public review and comment period. Subsequently, a Notice of Availability was posted on the SCAG website [www.scag.ca.gov](http://www.scag.ca.gov) and published in major newspapers in the six-county region.

Amendment Number 3 addresses projects proposed to be added to the existing 2004 RTP in response to Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. One element of Proposition 1B was the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, which aims to improve performance on highly congested travel corridors. Amendment Number 3 focuses on priority projects identified by the California Transportation Commission (CTC) for the SCAG region at its meeting held February 28, 2007, as well as additional project revisions requested by the County Transportation Commissions and Caltrans.

Staff has prepared an addendum pursuant to Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164. Staff has determined that the proposed amendment to the 2004 RTP would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes, while individually quite large, would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR. Therefore, inclusion of the proposed projects would be consistent with the analysis and mitigation measures contained in the 2004 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2004 RTP.

Amendment Number 3 also necessitated the preparation of a Conformity Determination. Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal

# REPORT

funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). Conformity, with respect to the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The regional emissions analysis performed for Amendment Number 3 determined that projects identified would not result in an increase of established emissions budgets within the South Coast Air Basin.

At the conclusion of the 30-day public review and comment period, staff will document all comments and responses and incorporate them into the Final Amendment Number 3. Upon adoption by the Regional Council, Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP will be forwarded to the Federal Highway Administration (FHWA) for their review and certification. FHWA must act on this amendment before July 1, 2007.

## FISCAL IMPACT:

Preparation of the addendum to the 2004 RTP PEIR is covered under the Environmental Planning Staff work element 07-020.SCGS1. Preparation of the Conformity Determination is covered under the Air Quality and Conformity work element 07-025.SCGS1.

Reviewed by:

  
\_\_\_\_\_  
Division Manager

Reviewed by:

  
\_\_\_\_\_  
Department Director

Reviewed by:

  
\_\_\_\_\_  
Chief Financial Officer

# REPORT

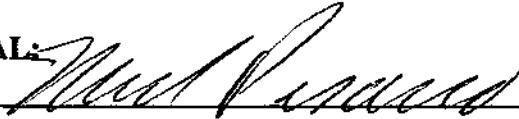
**DATE:** June 7, 2007

**TO:** Regional Council  
Transportation and Communications Committee

**FROM:** Naresh Amatya, Program Manager, 213-236-1885, amatya@scag.ca.gov

**SUBJECT:** Final 2004 RTP Amendment #3 and 2006 RTIP Amendment No.8  
(Resolution No. 07-488-1)

**EXECUTIVE DIRECTOR'S APPROVAL:**



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## **RECOMMENDED ACTION TO TCC:**

Approve Resolution No. 07-488-1 approving Final Amendment No. 3 to the 2004 RTP and Final Amendment No. 8 to the 2006 RTIP to the Regional Council.

## **RECOMMENDED ACTION TO RC:**

Adopt Resolution No. 07-488-1 approving Final Amendment No. 3 to the 2004 RTP, Final Amendment No. 8 to the 2006 RTIP and corresponding PEIR Addendum and Conformity Determination

## **BACKGROUND:**

On May 3, 2007, the Executive Committee approved releasing the Draft Amendment No. 3 to the 2004 RTP for a 30-day public review and comments. Associated Draft Amendment No. 8 to the 2006 RTIP has also been available for a 30-day public review and comments during this period. A public hearing is scheduled for May 21, 2007 at 9:00 am at SCAG office. The comment period closes on June 4, 2007. Any comment received during the public comment period and through the public hearing process will be presented to you as part of the final report including appropriate staff responses.

In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support much needed transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Measure 1B for the Corridor Mobility Improvement Account (CMIA), which focuses on improving mobility, connectivity and safety on major California highways. The California Transportation Commission (CTC) adopted the funding program for CMIA projects on February 28, 2007. Projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. While most of the projects that were approved for funding under this program in the SCAG region came out of the current 2004 RTP, inevitably, there are a couple of new projects and several that have minor changes in project scope, cost or schedule. This has necessitated an amendment to the 2004 RTP as well as 2006 RTIP to reflect those changes so that these projects can move forward in a timely manner. In addition to those changes, SCAG has also received several amendment requests from Caltrans as well as some of the county transportation commissions to accommodate other project changes that are time critical in nature as well. Additional funding for these projects will come from a variety of fund sources, including, the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP).

# REPORT

SCAG has proceeded with due diligence to bring the existing 2004 RTP as well as 2006 RTIP into compliance with the planning provisions of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). As such, an Administrative Amendment to the 2004 RTP (Gap Analysis) was adopted by SCAG in March 2007 with the intent to bring the current RTP into compliance with SAFETEA-LU. Also, Administrative Amendment to the 2006 RTIP (TIP Gap Analysis) to bring it into compliance with the provisions of SAFETEA-LU was adopted in April 2007. These Administrative Amendments to the 2004 RTP are currently under review by FHWA/FTA. Given the current RTP has not been deemed SAFETEA-LU compliant yet, these amendments (2004 RTP Amendment #3 and 2006 RTIP Amendment #8) must be submitted to FHWA for certification under the pre-SAFETEA-LU statute. The statutory deadline to make changes to the current RTP and RTIP under the old statute is July 1, 2007. Therefore, adoption of these amendments at this time is critical to meet this dead line. Upon adoption by the Regional Council of these amendments by way of the attached Resolution No. 07-488-1, staff will forward it to the FHWA/FTA for certification.

Specific details of these changes and associated analyses are presented in the 2004 RTP Amendment#3 and the 2006 RTIP Amendment #8 to ensure their consistency with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. It is also important to note that Resolution No. 07-488-1 includes provisions whereby the Regional Council would approve an Addendum to the 2004 RTP Program Environmental Impact Report ("PEIR Addendum"). The PEIR Addendum was prepared to evaluate the environmental impacts of these amendments and will be presented to the Energy and Environment Committee to recommend approval by the Regional Council. The conformity findings included in the 2004 RTP Amendment #3 covers the 2006 RTIP amendments #8, as project changes addressed in both of these documents are identical. Copies of these documents are attached to this staff report.

As provided in these documents, the proposed project changes will not jeopardize the integrity of transportation conformity or fiscal constraint of the current RTP and RTIP as well as associated amendments. Furthermore, the PEIR Addendum prepared in conjunction with the RTP Amendment #3 shows that the proposed changes will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In conclusion, this amendment is consistent with the applicable state and federal requirements, including the Transportation Conformity Rule.

## **FISCAL IMPACT:**

None. Budget for this work is included in the current OWP under the System Planning work element 07-010.SCGS1.

## **Attachments:**

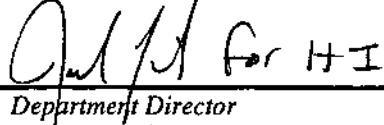
- ◆ Resolution No. 07-488-1
- ◆ 2004 RTP Amendment #3
- ◆ 2006 RTIP Amendment #8

# REPORT

Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

## **RESOLUTION No. 07-488-1**

### **RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING FINAL AMENDMENT NO. 3 TO THE 2004 REGIONAL TRANSPORTATION PLAN (2004 RTP), FINAL AMENDMENT NO. 8 TO THE 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2006 RTIP) AND THE CORRESPONDING ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT AND CONFORMITY DETERMINATION**

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 *et seq.*, 23 CFR § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (the applicable comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

WHEREAS, on April 1, 2004, SCAG approved and adopted the 2004 RTP, and on June 7, 2004, the federal agencies found that the 2004 RTP conforms to the applicable State Implementation Plan (SIP);

WHEREAS, on July 27, 2006, SCAG approved and adopted the 2006 RTIP, and on October 2, 2006, the federal agencies found that the 2006 RTIP conforms to the applicable SIP;

WHEREAS, on February 2, 2006, SCAG approved and adopted an Amendment to the 2004 RTP to replace the CenterLine and Yorba Linda Metrolink Station Transportation Control Measures (TCMs) with four substitute TCMs and to revise the scope of the Foothill Transportation-Corridor South/SR-241 toll road project;

WHEREAS, on July 27, 2006, SCAG approved and adopted a second Amendment to the 2004 RTP to add the sbX E Street bus rapid transit project;

WHEREAS, on October 2, 2006, the federal agencies found that the 2004 RTP, as amended on February 2, 2006 and July 27, 2006, conforms to the applicable SIP;

WHEREAS, on November 7, 2006, the voters of the state of California approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and this Act created a Corridor Mobility Improvement Account (CMIA) to fund performance improvements on highly congested highway corridors, and this Act also created the Transportation Facilities Account (TFA) to augment funding for the State Transportation Improvement Program (STIP);

WHEREAS, on February 28, 2007, the California Transportation Commission (CTC) adopted a \$4.5 billion program of projects for the CMIA, and on June 7, 2007, the CTC intends to take action on a \$2 billion augmentation to the 2006 STIP, and together these actions result in new projects and revisions to existing projects in the adopted 2004 RTP and 2006 RTIP;

WHEREAS, SCAG has also received requests from the local county transportation commissions and California Department of Transportation (Caltrans) for other project additions or modifications to the 2004 RTP and 2006 RTIP;

WHEREAS, on January 30, 2007, February 27, 2007, March 27, 2007, and April 24, 2007, the proposed RTP and RTIP amendments to address the CTC actions and local requests were discussed at the Transportation Conformity Working Group, SCAG's forum to support interagency coordination to help improve air quality and maintain transportation conformity in Southern California;

WHEREAS, on or about April 1, 2007, SCAG staff prepared the "Draft 2004 RTP Amendment #3" and the "Draft 2006 RTIP Amendment #8" ("RTP/RTIP Amendments"), including the staff findings, in order to address the CTC action and local requests;

WHEREAS, the conformity findings included in the "Draft 2004 RTP Amendment #3" are also applicable to the "Draft 2006 RTIP Amendment #8";

WHEREAS, on May 3, 2007, SCAG's Executive Committee (EC) approved the release of the Draft RTP/RTIP Amendments for a 30-day public review and comment period;

WHEREAS, a Notice of Availability and Public Hearing was posted on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) on May 3, 2007 and published in major newspapers in the six-county region, the Draft RTP/RTIP Amendments were made available on the SCAG website, and copies were provided for review at SCAG and at public libraries throughout the region;

WHEREAS, a public hearing for the Draft RTP/RTIP Amendments was held at SCAG on May 21, 2007;

WHEREAS, to the extent that SCAG has received any written comments on the Draft RTP/RTIP Amendments, those comments have been responded, and those comment along with responses are summarized in the Final RTP/RTIP Amendments;

WHEREAS, amendments to the RTP must be consistent with the December 1999 RTP Guidelines and 2003 Supplement to the RTP Guidelines prepared by the California Transportation Commission;

WHEREAS, SCAG has complied with all applicable federal and state requirements in developing the RTP/RTIP Amendments, including, but not limited to:

- (1) TEA 21 (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance.
- (6) Title VI of The Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 12001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

WHEREAS, pursuant to Section 176(c) of the Federal Clean Air Act (42 U.S.C. §7506(c)), no project may receive Federal funding unless it comes from an RTP which has been found to conform to the applicable SIP;

WHEREAS, as required by 23 C.F.R. §450.322(d), in nonattainment and maintenance areas for transportation-related pollutants, SCAG, the FHWA and the FTA must make a conformity determination on any RTP/RTIP updates or amendments in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §7401 *et seq.*) and the Environmental Protection Agency (EPA) conformity regulations found at 40 C.F.R. Part 51;

WHEREAS, with approval of the RTP/RTIP Amendments, all South Coast Air Resolution #07-488-1



Basin TCM projects in the federally approved conforming 2004 RTP and 2006 RTIP are given funding priority and are on schedule for timely implementation;

WHEREAS, the 2004 RTP and 2006 RTIP remain financially constrained for all fiscal years after the project additions and revisions described in the RTP/RTIP Amendments;

WHEREAS, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in amending the RTP;

WHEREAS, SCAG adopted and certified the Program Environmental Impact Report (PEIR) to the 2004 RTP in April 2004;

WHEREAS, when an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (CEQA Guidelines Section 15164(a), Cal. Administrative Code, Title 14);

WHEREAS, for the reasons set forth in the Addendum to the 2004 PEIR, SCAG determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the 2004 RTP do not meet the conditions of CEQA Guidelines Section 15162(a) for preparation of a Subsequent EIR;

WHEREAS, SCAG prepared an Addendum to the 2004 PEIR, which is included in the 2004 RTP Amendment #3, in order to address the modifications to the 2004 RTP due to the CMIA program, STIP Augmentation, and requests from the local agencies;

WHEREAS, SCAG determined that adoption of the proposed RTP Amendment #3 would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects;

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments finds and adopts as follows:
  - a. The 2004 RTP Amendment #3 and 2006 RTIP Amendment #8 comply with all applicable federal and state requirements, including the federally approved SIPs;
  - b. Upon approval of the RTP/RTIP Amendments, all TCM projects in the South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin in the federally approved conforming 2004 RTP and 2006 RTIP are given funding priority and are on schedule for timely implementation;

- c. The 2004 RTP and 2006 RTIP as amended have been found to conform to the applicable SIP in accordance with the Clean Air Act and EPA conformity regulations; and
  - d. Proposed changes to the 2004 RTP as expressed in the 2004 RTP Amendment #3 are not substantial changes which would require major revisions to the PEIR, and the Addendum to the PEIR for the 2004 RTP fulfills SCAG's requirements for CEQA compliance, thus, no further CEQA document is required.
2. Incorporating all the foregoing recitals and findings, the Regional Council hereby approves and adopts the Final 2004 RTP Amendment #3 and Final 2006 RTIP Amendment #8, including the PEIR Addendum and conformity findings.
  3. SCAG's Executive Director or his designee is authorized to transmit the RTP/RTIP Amendments and associated conformity finding to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 7<sup>th</sup> day of June 2007.

---

GARY OVITT  
President  
Supervisor, County of San Bernardino

Attest:

---

MARK A. PISANO  
Executive Director

Approved as to Form:

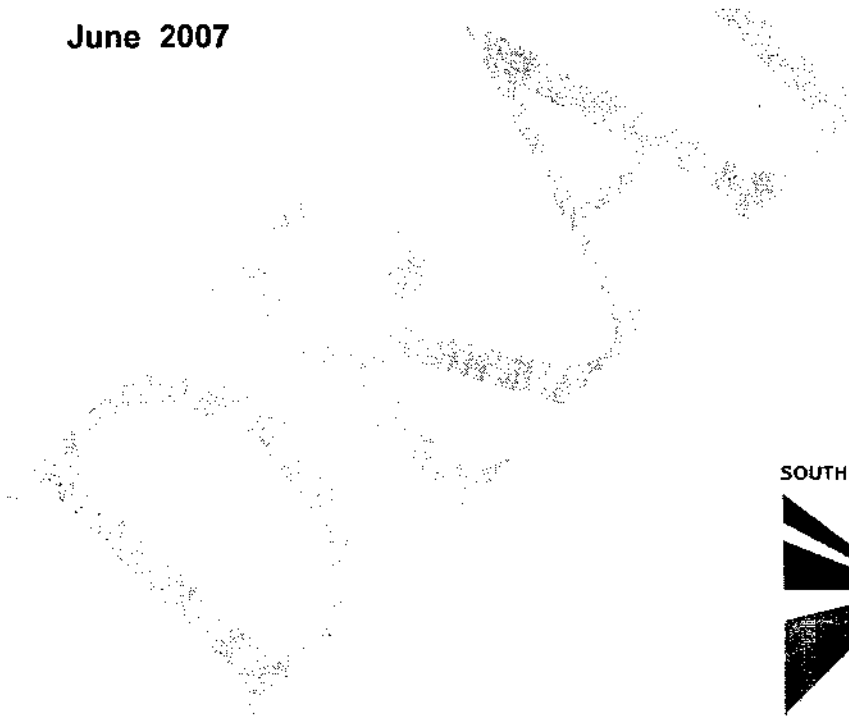
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JOANN AFRICA  
Interim Director of Legal Services

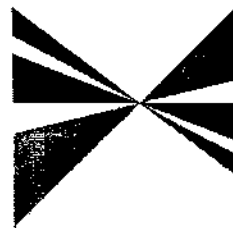
# **2004 REGIONAL TRANSPORTATION PLAN Final AMENDMENT #3**

**(Pending incorporation of public comments  
and responses)**

**June 2007**



**SOUTHERN CALIFORNIA**



**ASSOCIATION of  
GOVERNMENTS**

# MISSION STATEMENT

## REGIONAL COUNCIL MEMBERS

### Leadership

### Vision

### Progress

*Leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.*

#### The Association will accomplish this Mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the Transportation Equity Act for the 21st Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.

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## **INTRODUCTION**

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments out to the plan horizon year of 2030.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2). The 2004 RTP was subsequently amended on February 2, 2006 (resolution #06-471-3), and a second time on July 27, 2006 (resolution #06-477-1). The RTP was developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of stakeholders including federal, state and local agencies, as well as members of the public, as required under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

The replacement of TEA-21 with the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) in 2005 established a number of new requirements for MPO's with respect to developing and updating the RTP. Pursuant to the new SAFETEA-LU requirements, SCAG has proceeded with due diligence to bring the existing 2004 RTP into compliance. As such, the Administrative Amendment to the 2004 RTP (Gap Analysis) that was adopted by SCAG on March 1, 2007 with the intent to bring the current RTP into compliance with SAFETEA-LU. The Administrative Amendment to the 2004 RTP is currently under review by FHWA/FTA. Given that the current RTP has not been deemed SAFETEA-LU compliant at the time of completing this document, this amendment should be reviewed under the old statute (TEA-21). The statutory deadline for certifying an amendment to the existing RTP is July 1, 2007.

This third amendment to the 2004 RTP is in response to recent developments in California's transportation funding allocations. Moreover, the Amendment is intended to ensure that all the projects included can move forward in a timely manner. In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support much needed transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Proposition 1B for the Corridor Mobility Improvement Account (CMIA), which focuses on improving mobility, connectivity and safety on major California highways. This RTP Amendment is in part a response to the CMIA program that was adopted by the California Transportation Commission (CTC) on February 28, 2007. While most of the projects approved for CMIA funding are consistent with the 2004 RTP, inevitably, there are a number of projects that require amendment to the current RTP. This amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources, including the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP).

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the Amendment are incorporated into this document. It is also important to note that the conformity findings included in this document are applicable for the 2004 RTP Amendment as well as the 2006 Regional Transportation Implementation Program (RTIP) Amendment # 06-08.



## **PROJECT DESCRIPTIONS**

The project changes proposed under this Amendment are presented in this document for Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The reasons for amending each of the projects can be broadly categorized as follows:

- Project is **new** and currently not in the 2004 RTP
- Project currently exists in the 2004 RTP but,
  - has a **revised scope**,
  - has a **revised schedule**,
  - has a **change in total cost**, or
  - includes **any combination of the above** changes.

Descriptions of major projects for each of the counties are provided to highlight the general scope of this Amendment. The locations of projects are depicted in Exhibits 1-5 for ready reference. Project Summary Tables are organized to provide a complete list of the projects for each county and to document the details of the changes from the current plan. In addition, the summary tables are also intended to illustrate a before and after picture for each of the projects.



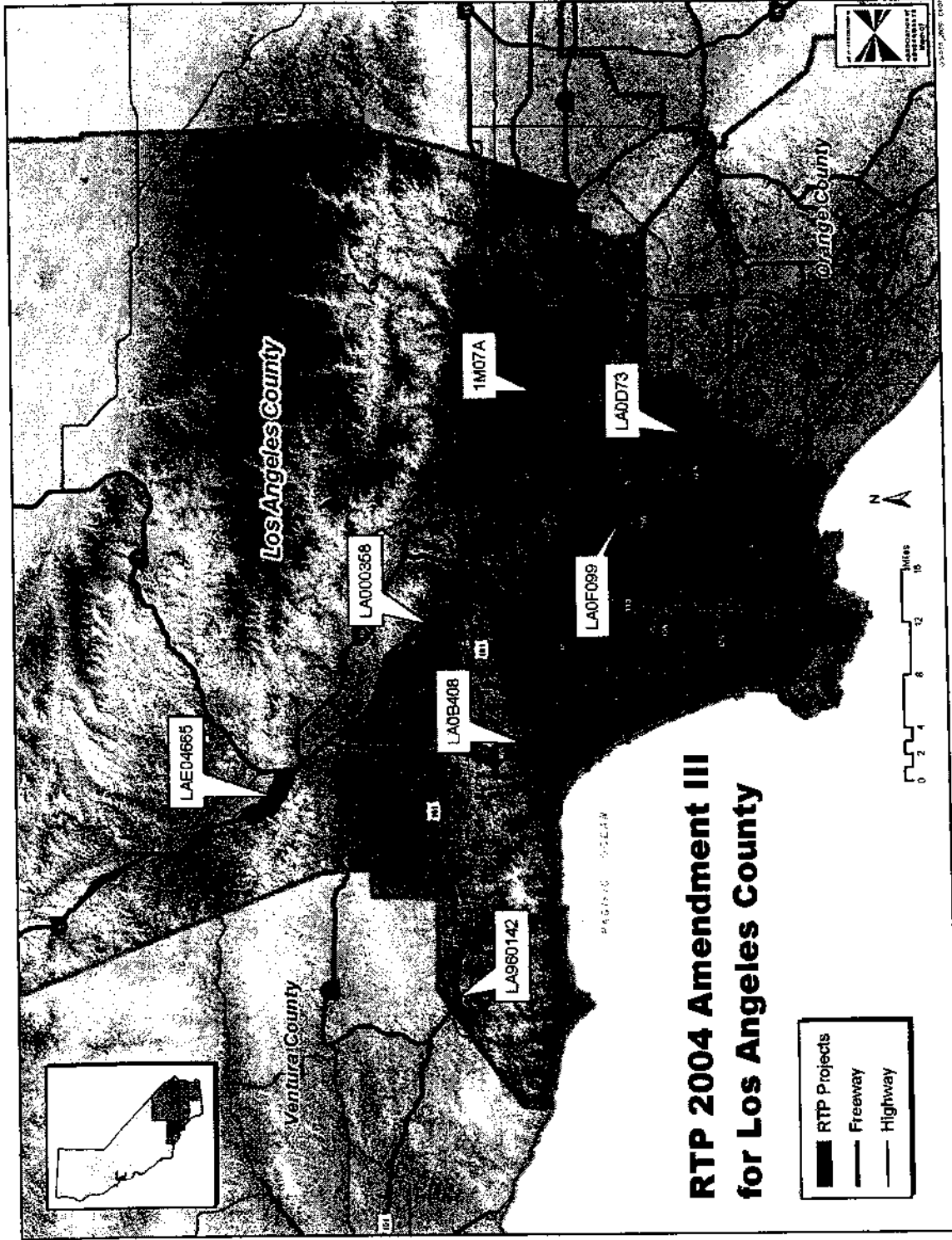








**MAP 1: LOS ANGELES COUNTY PROJECT LOCATIONS**



**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS**

<b>2004 RTP AMENDMENT</b>							
<b>LOS ANGELES COUNTY PROJECTS</b>							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
LA	HOV & TRUCK LANE	I-5	IN LA/SANTA CLARITA ON I-5 FROM SR-14 TO PARKER RD. HOV & TRUCK LANE IMPROVEMENT (THE AMENDMENT WILL ADD PE FUNDS ONLY)	\$7,600	PROJECT COST FUNDED BY \$1,600,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK AND IDENTIFIED \$6,200,000 PRIVATE FUNDING PROVIDED BY GOLDEN STATE GATEWAY COALITION.	2008* (For PE only)	LAE04665
LA	Mixed Flow & HOV	I-5	LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO I-605 JCT. WIDEN TO 4 MIXED FLOW AND 1 HOV LNS EACH DIRECTION. RECONSTRUCT VALLEY VIEW (PHASE I AS DESCRIBED HERE IS CURRENTLY FULLY FUNDED. PHASE II WILL INVOLVE THE ADDITION OF 1 MF LANE IN EA DIR BRINGING THE FINAL CONFIGURATION TO 10 MF + 2 HOV. PHASE II WILL BE PURSUED AT A LATER DATE CONTINGENT UPON FUNDING AVAILABILITY.)	Existing: \$659,364 Revised: \$1,155,285	PROJECT COST INCREASE FUNDED BY \$387,000,000 CMIA ALLOCATION AND \$108,921,000 COUNTY SALES TAX REVENUE FUNDING ABOVE ORIGINAL 2004 RTP FORECAST.	2016	LA00D73
LA	HOV	I-5	I-5 FROM SR-134 TO SR-170 HOV LANES (8 TO 10 LANES)	Existing: \$416,938 Revised: \$607,500	EXISTING FUNDING AT LEFT PROGRAMMED UNDER LA000358 FOR \$259,898,000 AND LA996375 FOR \$157,050,000. AMENDMENT COMBINES FUNDING UNDER LA000358. PROJECT COST INCREASE OF \$190,562,000 FUNDED BY \$73,000,000 CMIA ALLOCATION, \$116,280,000 2005 STIP AUGMENTATION AND \$1,500,000 2006 ITIP AUGMENTATION ALLOCATION.	Existing: 2010 Revised: 2012	LA000358
LA	IC / Ramps	I-10 I-605	I-605 SOUTH TRANSITION TO I-10 EAST – CONSTRUCT FLYOVER CONNECTOR FROM SB I-605 TO EB I-10 TO REPLACE EXISTING SHARED AT-GRADE CONNECTOR AND ELIMINATE THE WEAVING CONFLICT	\$71,000	PROJECT FUNDED THROUGH FUTURE COMMITMENTS FROM CTC PER MARCH 15, 2007 CTC RESOLUTION CMIA-P-0607-02.	2013	1M07A

**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS**

LOS ANGELES COUNTY PROJECTS									COTC Approved CMIA Projects Listed in Bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
LA	IC / Ramps	US-101	EXISTING TEXT (REFER TO 2006 RTP VOL 3, LA CO LOCAL HWY PROJECTS, PG31): LINDERO CYN RD FROM AGOURA RD TO JANLOR DR – CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION. FROM 3NB/2SB TO 3 NB&SB.	\$6,110	NO CHANGE TO PROJECT COST WITH REVISED SCOPE. NO FISCAL IMPACT.	Existing: 2008	LA960142	Revised schedule revised scope		
			REVISED: PHASE I: THE RAMP TERMINI FOR RAMPSG-1,2,3,4 AND 5 WILL REQUIRE RECONSTRUCTION OF CURB RETURNS AND ISLAND CURB AND GUTTERS. LINDERO CANYON ROAD BET. VIA COLINAS AND AGOURA ROAD WILL BE WIDEN FROM 2 TO 3 LANES IN EACH DIR. THE BRIDGE OVERCROSSING WILL REQUIRE RECONFIGURATION TO ELIMINATE THE SIDEWALK ON THE NORTH SIDE AND PROVIDE A COMBINATION BIKE PATH/SIDEWALK ON THE SOUTH SIDE. BRIDGE RECONFIGURATION WILL OCCUR WITHIN THE EXISTING WIDTH OF THE BRIDGE SURFACE. PHASE II: RAMP G-6 WILL BE WIDENED TO 2 LANES. THE CITY WILL BEGIN WIDENING AT VIA COLINAS. THE EXISTING NORTHBOUND AUX LANE WILL BE EXTENDED SOUTHERLY FROM ITS TERMINUS AT RAMP G-6 TO RAMP G-3.			Revised: 2009				
LA	HOV	I-405	IN LA FROM I-10 TO US-101 WIDEN FOR NB HOV LANE & MODIFY RAMPS, ADD NEW WB ON RAMP AT SUNSET & HOV INGRESS/EGRESS AT SANTA MONICA BLVD (EA 12030, PPNO 0851G, SAFETEAU # 1302, 1934)	Existing: \$220,000 Revised: \$950,000	PROJECT COST INCREASE FUNDED BY \$730,000,000 CMIA ALLOCATION.	Existing: 2016 Revised: 2013	LA0B408	Project cost increase revised schedule		
			TRANSIT CENTER AND PARK-AND-RIDE: BUS STOP AMENITIES INCLUDE NEW BUS SHELTER, BENCHES, LANDSCAPING ETC. THE TRANSIT CENTER WILL BE SUPPORTED BY A 283-SPACE PARK-AND-RIDE.	\$495	PROJECT FUNDED BY \$395,000 FTA 5309 EARMARK AND IDENTIFIED \$99,000 DISCRETIONARY CITY FUNDING.	2009	LA0F099	New project		

## **ORANGE COUNTY**

### **Major Regional Projects**

#### ***SR-22/I-405/I-605 HOV Connector with ITS Elements***

RTP/RTIP Project No. 2H01145/ORA000193

CTC Adopted CMIA Project

Estimated Project Cost: \$400 M

Current Completion Date: 2015

Revised Completion Date: 2013

Revised Scope: The existing RTP does not include the second HOV lane on I-405. The Amendment adds the second HOV lane.

The project will construct direct HOV connectors from SR-22 to I-405, between Seal Beach Blvd. and Valley View St. and from I-405 to I-605, between Katella Ave. and Seal Beach Blvd., with a second HOV lane in each direction on I-405 between the two direct connectors. Included in the proposed project is the installation of fiber optic cables in new conduits and closed circuit television (CCTV) on I-405 between SR-22 and ORA/LA County Line, on SR-22 between I-405 and LA County Line, and on I-605 between I-405 and Katella Avenue. See *Map 2 (pg 10)*.

#### ***SR-91 Widening from Lakeview Avenue to Weir Canyon Road***

RTP/RTIP Project No. 2M04121

CTC Adopted CMIA Project

Estimated Project Cost: \$96 M

Current Completion Date: 2010

Revised Completion Date: 2014

The purpose of this project is to address the existing operational deficiency along SR-91, between SR-55 and SR-241. The project will add one mixed flow lane on EB SR-91 between the SR-91/55 connector (PM 9.13) and east of the Weir Canyon Road IC (PM 15.35), and on WB SR-91 between the Weir Canyon Road IC (PM 15.59) and the Imperial Highway IC (PM 11.43). This project will also modify the WB on-ramps from the Lakeview Avenue IC with the intention of improving existing merging conflicts. See *Map 2 (pg 10)*.

#### ***EB SR-91 Lane Addition from SR-241 to SR-71***

RTP/RTIP Project No. 2M01123/ORA120336

CTC Adopted CMIA Project

Estimated Project Cost: \$81 M

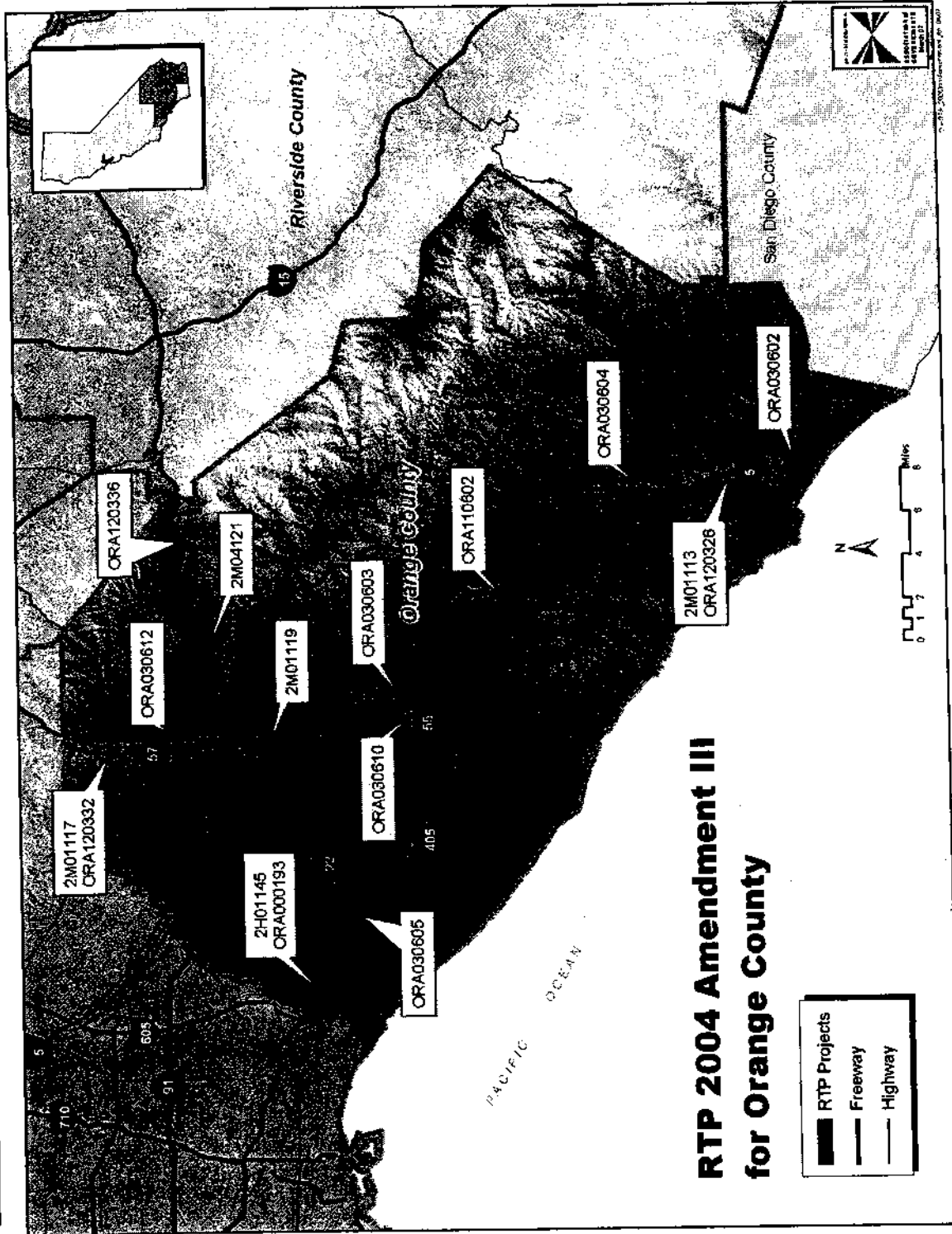
Current Completion Date: 2015

Revised Completion Date: 2011

This project will add one EB lane from the SR-241/SR-91 IC (PM15.9) to the SR-71/SR-91 IC (Riverside PM 2.9), and widen all EB lanes and shoulders to standard widths. The project involves both Districts 8 and 12, and is intended to address safety concerns, improve highway capacity, operations and improve regional circulation overall. See *Map 2 (pg 10)*.



**MAP 2: ORANGE COUNTY PROJECT LOCATIONS**



**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS**

<b>2004 RTP AMENDMENT</b>							
<b>ORANGE COUNTY PROJECTS</b>							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTP Project ID
OR	IC / Ramps	I-5	IN THE CITY OF MISSION VIEJO SB OFF-RAMP AT CROWN VALLEY PARKWAY - WIDEN OFF-RAMP FROM 4 TO 5 LANES (13.77/15.03)	\$2,386	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2012	ORA030604
OR	IC / Ramps	I-5	IN SAN CLEMENTE - SB CAMINO DE ESTRELLA - WIDEN OFF-RAMP FROM 1 TO 2 LANES AND WIDEN OVERCROSSING FROM 5 TO 7 LANES (1 WB LEFT TURN LANE AND 1 EB LANE)	\$12,113	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA030602
OR	IC / Ramps	I-5 / SR-74	NB/SB AT I-5/SR-74 SEPARATION, REBUILD INTERCHANGE INCLUDING WIDENING OF SR-74 OVERCROSSING	Existing: \$50,000 Revised: \$73,320	INCREASE IN PROJECT COST FUNDED BY \$52,500,000 2006 STIP ALLOCATION WHICH MAKES AVAILABLE \$29,180,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	2010	2M01113 ORA120326
OR	Auxiliary	SR-55	ADD SB AUXILIARY LANE FROM DYER TO MACARTHUR	\$2,619	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP STIP ALLOCATION.	2012	ORA030610
OR	Auxiliary	SR-55	CONSTRUCT 1 AUX LANE ON SB SR-55 BETWEEN E EDINGER AVE OFF-RAMP AND DYER RD ON RAMP (7.8/9.2)	\$28,883	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA030603



**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
May 3, 2007



**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS**

ORANGE COUNTY PROJECTS							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
OR	Mixed Flow	SR-57	NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PG-163: ADD 1 NB MIXED FLOW LANE FROM 0.4 MI NORTH OF SR-91 TO 0.1 MI NORTH OF LAMBERT (5.1 MI).	Existing: \$77,000 Revised: \$140,000	INCREASE IN PROJECT COST FUNDED BY \$70,000,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$7,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2014	2M01117 ORA120332
OR	Auxiliary	SR-57	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PG-163): FROM KATELLA ON-RAMP TO LINCOLN OFF-RAMP, ADD NB AUX LANE WITH FULL STANDARD MEDIAN  REVISED: EXISTING 4 NB MIXED FLOW; WIDEN TO 5 MIXED FLOW LANES NB FROM 0.3 MI SOUTH OF KATELLA TO 0.3 MI NORTH OF LINCOLN (2.92 MI).	Existing: \$18,100 Revised: \$41,086	INCREASE IN PROJECT COST FUNDED BY \$20,086,000 CMIA ALLOCATION AND \$2,900,000 NEW MEASURE IN SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2020 Revised: 2015	2M01119 ORA120333
OR	Mixed Flow	SR-91	ADD 1 MIXED FLOW LANE EACH DIRECTION FROM SR-55 TO RIVERSIDE COUNTY LINE	Existing: \$250,000 Revised: \$250,000	IN ADDITION TO \$250,000,000 FUNDING IDENTIFIED FOR THE PROJECT IN THE 2004 RTP, AN ADDITIONAL \$22,000,000 HAS BEEN ALLOCATED TO THE PROJECT FROM THE CMIA WHICH MAKES AVAILABLE \$22,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2014	2M04121 ORA030601
OR	Auxiliary	SR-91	SR-91 EASTBOUND LANE ADDITION BETWEEN SR-241 & SR-71, & IMPROVE NB SR-71 CONNECTOR FROM SR-91 TO STD; ONE LANE AND SHOULDER WIDTH.	Existing: \$65,120 Revised: \$80,500	PROJECT COST INCREASE FUNDED BY \$71,440,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$56,080,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2015 Revised: 2011	2M01123 ORA120336

**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS**

ORANGE COUNTY PROJECTS									CTC-adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
OR	Transit	SR-91	PLACENTIA TRANSIT STATION – E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING	\$23,250	PROJECT COST FUNDED BY \$19,100,000 2006 STIP ALLOCATION AND IDENTIFIED \$4,150,000 LOCAL DISCRETIONARY AGENCY FUNDING.	2014	ORA030612	New project		
OR	Mixed Flow	I-405	CONSTRUCT ONE ADDITIONAL GEN PURPOSE LANE IN EACH DIRECTION ON I-405 AND PROVIDE ADDITIONAL IMPROVEMENTS FROM SR73 TO LA COUNTY LINE (THIS LISTING IS TO REFLECT THE ADDITION OF PE FUNDS ONLY)	\$5,587	PROJECT COST FUNDED BY \$2,069,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK, \$518,000 LOCAL DISCRETIONARY INCOME, AND \$3,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	2012 (For PE only)	ORA030605	New project for PE only		
OR	HOV	I-405 / SR-22	EXISTING TEXT (REFER TO 2006 RTP VOL 3; OC STATE HWY PROJECTS, PG2): SR-22/I-405 AND I-405/I-605 INTERCHANGES - HOV TO HOV LANE CONNECTORS  REVISED: HOV CONNECTORS ON SR-22/I-405 BETWEEN SEAL BEACH BLVD AND VALLEY VIEW, AND ON I-405/I-605 BETWEEN KATELLA AVE AND SEAL BEACH BLVD, WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	Existing: \$105,000  Revised: \$400,000	INCREASE IN PROJECT COST FUNDED BY \$200,000,000 CMA ALLOCATION AND \$95,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2015  Revised: 2013	2H01145 ORA000193	Revised scope, revised schedule, project cost increase		
OR	Arterial	Local	WIDENING OF LAGUNA CANYON/I-405 OVERCROSSING FROM 2 TO 4 LANES	Existing: \$860  Revised: \$12,031	EXISTING PROJECT IS FOR ENGINEERING ONLY. AMENDMENT INCLUDES FULL PROJECT COST. COST INCREASE FUNDED BY IDENTIFIED LOCAL DISCRETIONARY INCOME MADE UP OF \$6,927,000 LOCAL CITY FUNDING AND \$4,244,000 DEVELOPER FEE.	2010	ORA110602	2006 RTP project previously not modeled – project to be included in regional modeling and conformity analysis		

## RIVERSIDE COUNTY

### Major Regional Projects

#### ***I-215 HOV Lane Additions from Nuevo to Box Springs***

##### **New Project**

RTP/RTIP Project No. 3H07A  
Completion Date: 2013

This project will construct one HOV lane in each direction on I-215 from Nuevo to Box Springs. See Figure 7.

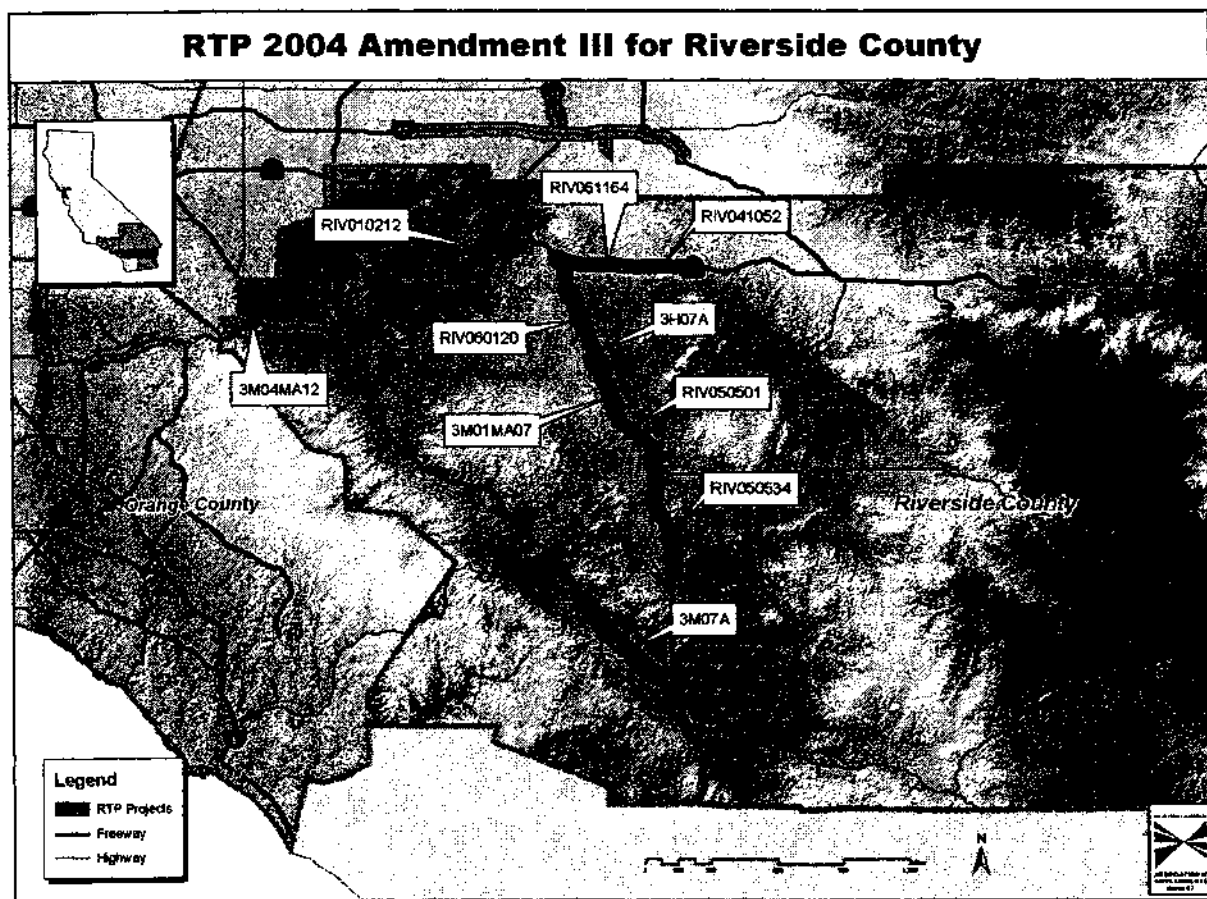
#### ***SR-91 HOV Lane Addition from Adams to SR-60/I-215 IC***

RTP/RTIP Project No. RIV010212  
CTC Adopted CMIA Project

Current Completion Date: 2013  
Revised Completion Date: 2014

This project will add HOV lanes on SR-91 from Adams to the SR-60/I-215 IC. It will also include the addition of auxiliary lanes from Madison to Central, bridge widening and replacements, EB/WB braided ramps, IC modifications/reconstruction and sound retaining walls. See Map 3.

**Map 3: Riverside County Project Locations**



**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 - RIVERSIDE COUNTY PROJECTS**

2004 RTP AMENDMENT								
RIVERSIDE COUNTY PROJECTS								
POTC: add new data projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
RV	Mixed Flow	I-15	I-15 ADD 1 MF LANE EACH DIRECTION, BUNDY CYN TO I-15/I-215 IC (FROM 3 TO 4 MF EACH DIR.)	\$110,000	PROJECT COST FUNDED BY \$110,000,000 FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3M07A	New project
RV	IC / Ramps	SR-60	EXISTING TEXT (REFER TO 2006 RTP VOL 3; RIV CO STATE HWY PROJECTS, PG3): SR-60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 6 LNS; MODIFY MORENO BEACH DR IC - WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS 1 TO 2 LNS, ADD WB ON-RAMP. ADD AUX LN EB (HALFWAY FROM NASON TO MORENO BEACH) & WB (WB ENTRY RAMP HALFWAY TO NASON) (EA: 32301K)  REVISED: SR-60/NASON ST IC + MORENO BCH DR IC: WIDEN NASON OC 2 TO 4 LNS; MODIFY MORENO BCH DR IC - WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS 1 TO 2 LNS, ADD WB ON-RAMP. ADD AUX LN EB (HALFWAY FROM NASON TO MORENO BCH) & WB (WB ENTRY RAMP HALFWAY TO NASON) (EA: 32301K)	\$54,800	PROJECT COST INCREASES OFFSET BY REDUCED PROJECT SCOPE FOR NASON OC. NO FISCAL IMPACT.	2011	RIV041052	Revised scope
RV	Other	SR-60	TEMPORARY OPERATIONAL CHANGE: CALTRANS PROPOSAL TO CONVERT EXISTING FULL TIME HOV LN TO PART-TIME LN IN BOTH DIRECTIONS ON 8-MILE SEGMENT OF SR-60 IN RIVERSIDE CITY (EAST OF SR 60/I-215 JCT TO REDLANDS BLVD). CONVERSION WOULD LAST FOR 3 YRS AT WHICH TIME IT WILL REVERT BACK TO FULL TIME HOV LN. HOV LN WOULD BE HOV ONLY FROM 6AM-10AM AND FROM 3PM-7PM AND OPEN TO SOV'S THE REMAINING HOURS OF THE DAY. SIGNAGE WILL BE INSTALLED TO INFORM MOTORISTS OF THE NEW HOURS OF OPERATION. NO ADDITIONAL CHANGES (STRIPING, INGRESS/EGRESS, ETC.) ARE PROPOSED.	NA	AMENDMENT IS OPERATIONAL CHANGE ONLY. NO FISCAL IMPACT.	2007-2010	RIV061164	Temporary operational change from 24/7 HOV operations to part-time HOV operations





**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS**

RIVERSIDE COUNTY PROJECTS							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): I-215/VAN BUREN BLVD IC: RECON/WIDEN IC 3 TO 7 LNS (4 WB, 3 EB) & RAMPS 1 TO 2 & 3 LNS (W/ HOV LNS). ADD NB LOOP ENTRY RAMP (2 LNS), ADD NB/SB AUX LNS RIGHT & LEFT TURN LNS (EA 05520K)	Existing: \$34,050	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$8,500,000 IDENTIFIED TUMF FUNDS OVER FORECAST FROM 2004 RTP AND \$51,000,000 LOCAL DISCRETIONARY FUNDS.	2011	RIV060120
			REVISED: I-215/VAN BUREN BLVD IC: RECON/WIDEN IC 2 TO 4 LNS (MUSEUM-OPPORTUNITY). ADD NEW NB 3 LN LOOP ON-RAMP (2 MF, 1 HOV); WIDEN NB/SB OFF-RAMPS (1 TO 2 LNS), SB ON-RAMP (1 TO 2 MF + 1 HOV), NB ON-RAMP (1 TO 1 MF + 1 HOV), ADD NB/SB AUX LN TO CACTUS (EA 05520K)	Revised: \$93,550			
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 8 LN OC, WIDEN REDLANDS AVE (4 <sup>TH</sup> TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 <sup>TH</sup> ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS	\$3,420	PROGRAMMING IS FOR ENGINEERING ONLY. AS SUCH, NO CHANGE TO PROJECT COST. NO FISCAL IMPACT.	2012	RIV050501
			REVISED: ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC, WIDEN REDLANDS AVE (4 <sup>TH</sup> TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 <sup>TH</sup> ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS				
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 AT NEWPORT RD IC IN SOUTHWEST RIV CNTY – WIDEN UNDER CROSSING ARTERIAL 4 TO 6 LANES FROM HAUN RD TO ANTELOPE RD & MODIFY RAMPS (PA&ED/PHE-DESIGN)	Existing: \$3,000	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$13,000,000 IDENTIFIED TUMF FUNDS OVER ORIGINAL FORECAST FROM 2004 RTP AND \$29,000,000 LOCAL DISCRETIONARY FUNDS.	2013	RIV050534
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTP V3: RIV CO STATE HWY PROJECTS, PG6: I-215/NEWPORT RD IC: RECON/WIDEN 4 TO 6 LNS (ANTELOPE-HAUN), ADD NEW NB/SB 2-LN LOOP ENTRY RAMPS, WIDEN SB ENTRY 2 TO 3 LNS, ADD HOV LN TO EXISTING NB/SB ENTRY RAMPS	Revised: \$45,000			



**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS**

RIVERSIDE COUNTY PROJECTS							*OTIS adopted CMAA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
RV	HOV	I-215	I-215 ADD 1 HOV LANE EACH DIRECTION, NUEVO TO BOX SPRINGS	\$181,700	PROJECT COST FUNDED BY \$181,700,000 IN FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3H07A	New project

## **SAN BERNARDINO COUNTY**

### ***I-215 Widening and Operational Improvements from I-10 to I-210***

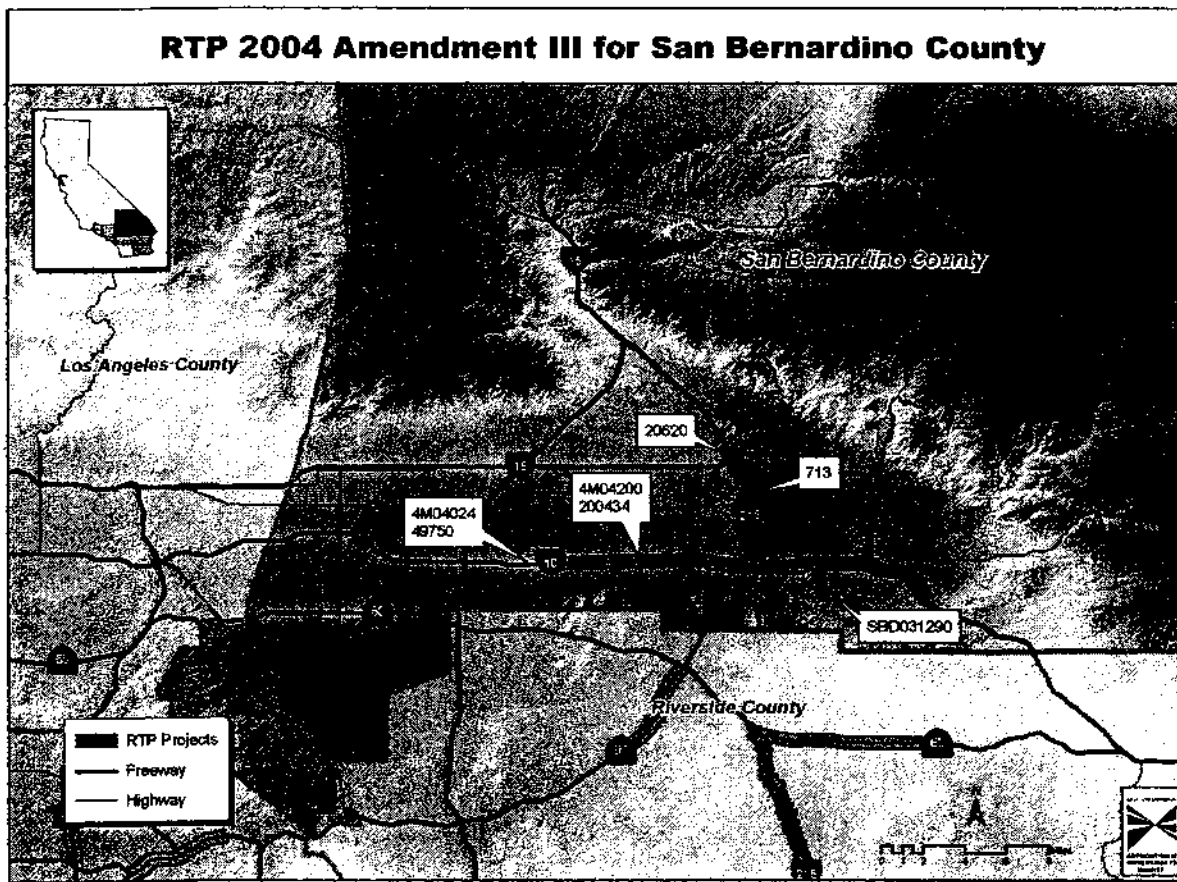
RTP/RTIP Project No. 713

Current Completion Date: 2010

Revised Completion Date: 2013

This project in San Bernardino County will add 1 HOV and 1 mixed flow lane in each direction on I-215 from I-10 to I-210. The project will also add operational improvements including auxiliary lanes and braided ramps. See Map 4.

**Map 4: San Bernardino County Project Locations**





## VENTURA COUNTY

### US-101 HOV Lanes from Mobil Pier Road to Casitas Pass Road

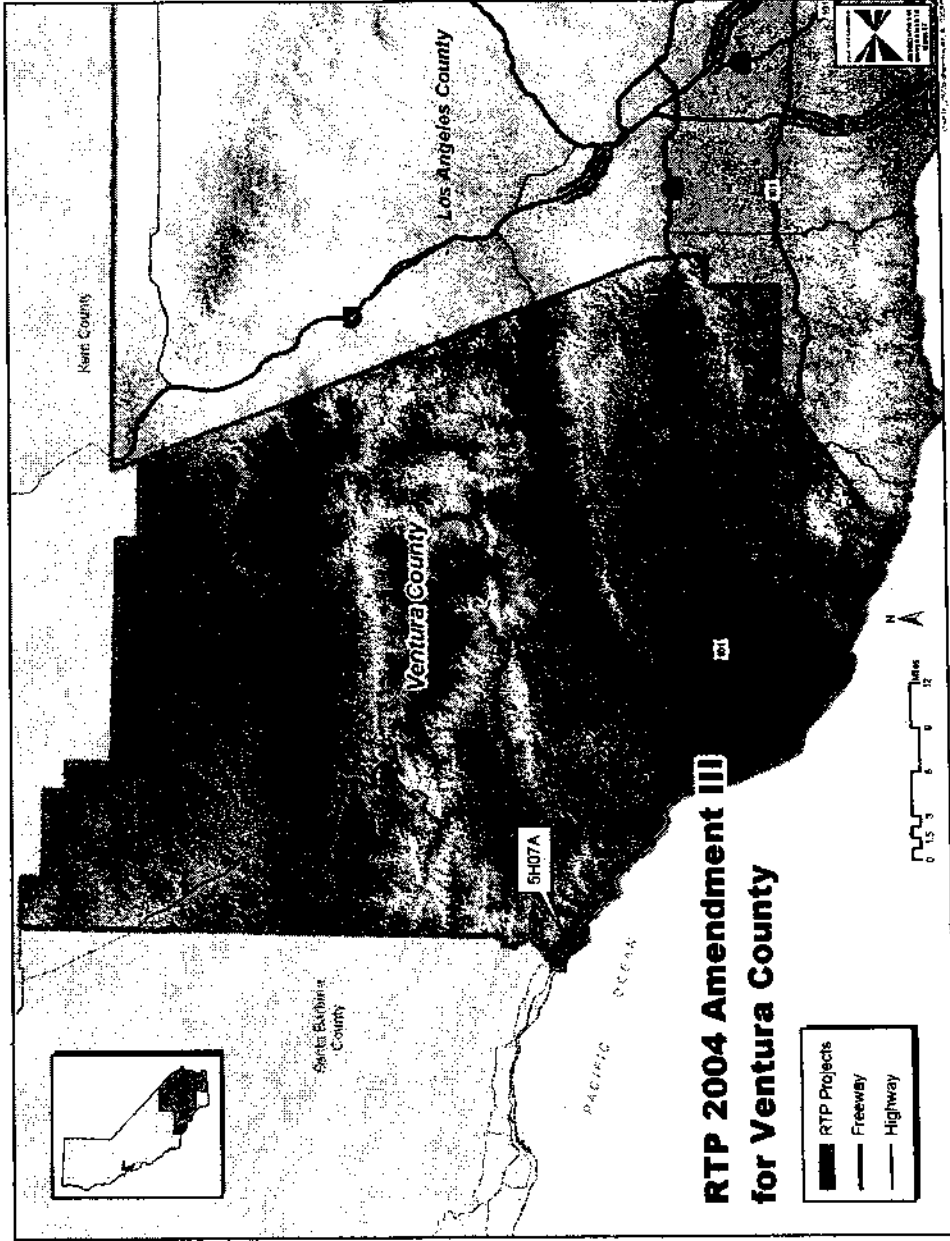
#### New Project

RTP/RTIP Project No. 5H07A  
CTC Adopted CMIA Project

Completion Date: 2013

This project in Ventura County will add 1 HOV lane each direction on US-101 along with related improvements from Mobil Pier Road to Casitas Pass Rd in Santa Barbara Co. (PM R 39.8 to 2.4). See Map 5.

Map 5: Ventura County Project Location



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 3, 2007

**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 4 - SAN BERNARDINO & VENTURA COUNTY PROJECTS**

<b>2004 RTP AMENDMENT</b>									
<b>SAN BERNARDINO COUNTY PROJECTS</b>					<b>OTC approved CMIA projects listed in bold</b>				
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/OTIP Project ID	Reason for Amendment	
SB	Mixed Flow	I-10	ON I-10 IN REDLANDS AND YUCAIPA FROM FORD ST. OC TO LIVE OAK CANYON RD. CONSTRUCT 1 WB MIXED FLOW LANE	Existing: 33,000 Revised: 43,166	INCREASE IN PROJECT COST FUNDED BY \$26,500,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$16,314,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2011	4M04200 200434	Project cost increase	
SB	IC / Ramps	I-10	WIDEN EXIT RAMPS AND CONSTRUCT AUXILIARY LNS FOR CHERRY, CITRUS AND CEDAR IC'S	Existing: \$19,000 Revised: \$30,325	INCREASE IN PROJECT COST FUNDED BY \$19,233,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$7,908,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2010	4M04024 49750	Project cost increase	
SB	IC / Ramps	I-210	UPLAND TO SAN BERNARDINO FROM LA CO LINE TO I-215 - 8 LN FREEWAY INCLUDING 2 HOV LNS (6'-2'-210 CORR. W/ AUX LNS THROUGHOUT SEGS. 9-11. SEG.11 INCL CONNECTORS BETWEEN 210 & 215	Existing: 377,372 Revised: \$402,339	INCREASE IN PROJECT COST FUNDED BY \$22,000,000 CMIA ALLOCATION AND \$25,000,000 STIP AUGMENTATION ALLOCATION WHICH MAKES AVAILABLE \$22,033,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2009 Revised: 2010	20620	Project cost increase, schedule change	
SB	Mixed Flow	I-215	I-215 CORRIDOR NORTH - IN SAN BERNARDINO FROM I-10 TO I-210 ADD 2 HOV LNS AND 2 WF LNS (1 EA DIR) AND OPERATIONAL IMPROVEMENTS INCL AUX LNS & BRAIDED RAMPS. AUX LN: NB/SB MILL TO 2 <sup>nd</sup> , NB RIALTO TO 5 <sup>th</sup> , NB/SB 3 <sup>rd</sup> TO SR-259, NB/SB 5 <sup>th</sup> TO BASELINE, NB SR-259 TO HIGHLAND AVE EXIT ON SR-259, SB BASELINE EXIT TO SR-CONNECTOR FROM SB I-210, FROM NB CONNECTOR TO SR-259 TO CONNECTOR TO WB I-210	Existing: \$576,833 Revised: \$682,381	INCREASE IN PROJECT COST FUNDED BY \$108,120,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$2,572,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2013	713	Revised schedule, project cost increase	

**DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 4 – SAN BERNARDINO & VENTURA COUNTY PROJECTS**

CITG Approved CMIA Projects Listed in Bold									
SAN BERNARDINO COUNTY PROJECTS									
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
SB	Arterial	Local	EXISTING TEXT (REFER TO 2006 RTP AMENDMENT 4): FROM MOUNTAIN VIEW AVENUE VAN LEUVAN TO PROSPECT WIDEN TWO EXISTING BRIDGES FROM 3 LANES TO 4 LANES	Existing: \$3,840	PROJECT COST INCREASE FUNDED BY IDENTIFIED HIGHWAY BRIDGE PROGRAM ALLOCATION FOR \$5,037,000 WHICH MAKES AVAILABLE \$2,697,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2006	SBD031290	Revised schedule project cost increase	
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTP AMENDMENT 4: MOUNTAIN VIEW AVE (VAN LEUVAN TO PROSPECT), WIDEN 2 EXISTING BRIDGES FROM 3 TO 4 LNS. PT 1: MT VIEW AVE. OVER UP RAILROAD & AMTRAK, 1.0 MI S/O I-10. PT 2: MT VIEW AVE. OVER SAN TIMOTEO CREEK, 0.9 MI S/O I-10. BRIDGE REHAB/WIDEN – FROM 3 TO 4 LNS	Revised: \$5,980		Revised: 2007			
VENTURA COUNTY PROJECTS									
VE	HOV	US-101	ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC NEAR MUSSEL SHOALS IN VENTURA CO. TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.4). EXTEND ON AND OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCELERATION AND DECELERATION, BUT KEEP AS SINGLE LANES. CLOSE THE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR THE COMMUNITIES OF LA CONCHITA AND MUSSEL SHOALS. EXPRESSWAY WILL REMAIN AN EXPRESSWAY BECAUSE THE EXISTING VEHICLE PARKING AND BIKE LANE LOCATED ON SOUTHBOUND HIGHWAY 101 WITHIN THE PROJECT SEGMENT WILL REMAIN.	\$77,240	PROJECT COST FUNDED BY \$67,107,000 CMIA ALLOCATION AND \$10,133,000 2006 ITIP AUGMENTATION ALLOCATION.	2013	5H07A	New project	



## FISCAL IMPACT

The 2004 RTP Amendment includes both changes to existing projects as well as the addition of new projects. The fiscal impact of each individual project is discussed in the above summary tables under the fiscal impact column for each respective county.

The increase in project cost totals \$2.8 billion, which is broken down by county in the table below (first row). This increase is being funded by the identified sources which are in addition to 2004 RTP forecasted revenues, also broken down by county in the table below. Please note that in some cases identified funding was greater than the total cost increase for certain counties (see last row in table below).

(Amounts in \$1,000's)						
	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG Region
<b>Total Cost Increase</b>	<b>\$1,495,778</b>	<b>\$505,705</b>	<b>\$601,075</b>	<b>\$154,366</b>	<b>\$77,240</b>	<b>\$2,834,164</b>
<b>Sources:</b>						
CMIA Allocation Funding	\$1,190,000	\$383,526	\$195,768	\$175,853	\$67,107	\$2,012,254
Other Federal Funding	\$1,996	\$45,461	\$0	\$5,037	\$0	\$52,494
2006 STIP Augmentation Allocation Funding	\$116,260	\$74,219	\$58,471	\$25,000	\$0	\$273,950
2006 ITIP Augmentation Allocation Funding	\$1,500	\$0	\$0	\$0	\$10,133	\$11,633
Local City Discretionary Funding	\$99	\$15,839	\$80,000	\$0	\$0	\$95,938
TUMF Funding	\$0	\$0	\$21,500	\$0	\$0	\$21,500
Private Funding	\$6,200	\$0	\$0	\$0	\$0	\$6,200
County Sales Tax Funding	\$108,921	\$100,900	\$352,829	\$0	\$0	\$562,650
Future CTC Commitment Funding	<u>\$71,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$71,000</u>
Funding Surplus	\$198	\$114,240	\$107,493	\$51,524	\$0	\$273,455

Based on review of the funding considerations for each project documented herein, SCAG finds that the amendment does not adversely impact the financial constraint of the 2004 RTP. The Plan remains financially constrained.



## **TRANSPORTATION CONFORMITY**

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the State Implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), carbon monoxide (CO), and nitrogen dioxide (NO2).

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the 2004 RTP/2006 RTIP Amendments' approval and conformity finding by the Regional Council. This includes interagency consultation, release of the draft document for public review and comment, responses to comments, and a public meeting of the Regional Council prior to final action.

The findings of the conformity determination for the 2004 RTP/2006 RTIP Amendments are presented below. Details of the regional emissions analysis and timely implementation of transportation control measures (TCMs) which support the conformity determination follow the findings.

## **CONFORMITY FINDINGS**

SCAG's findings for the approval of the 2004 RTP/2006 RTIP Amendments are as follows:

### **✓ Consistency with 2004 RTP / 2006 RTIP Test**

**Statement of Fact:** Inclusion of the amendments in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

**Statement of Fact:** Inclusion of the amendments in the 2006 RTIP would not change any other projects which were previously approved by the state and federal agencies on October 2, 2006.

**Finding:** The 2004 RTP/2006 RTIP Amendments are consistent with the 2004 RTP and 2006 RTIP, and meet all federal and state requirements and regulations.

### **✓ Regional Emissions Test**

**Finding:** The Amended 2004 RTP/ 2006 RTIP regional emissions for ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin and Ventura County portion of South Central Coast Air Basin.



**Finding:** The Amended 2004 RTP/2006 RTIP regional emissions for direct PM10 and precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

**Finding:** The Amended 2004 RTP/2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

**Finding:** The Amended 2004 RTP/2006 RTIP regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

**Finding:** The Amended 2004 RTP/2006 RTIP regional emissions for direct PM2.5 and NOx precursor are less than the base year (2002) for the 24-hour and the annual standards in the in the South Coast Air Basin.

✓ **Timely Implementation of TCMs Test**

**Finding:** The past obstacles to timely implementation of two TCMs identified in the amendments have been described and overcome, and all state and local agencies with influence over approvals or funding are giving maximum priority to approval or funding of these TCMs.

✓ **Financial Constraint Test**

**Finding:** All projects listed in the 2004 RTP and 2006 RTIP, including the proposed amendments, are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact section of this report.

✓ **Interagency Consultation and Public Involvement Test**

**Finding:** The 2004 RTP/2006 RTIP Amendments complies with all federal and state requirements for interagency consultation and public involvement. SCAG has consulted with the respective transportation and air quality planning agencies. The proposed RTP/RTIP Amendment was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on 4 occasions (January 30, 2007, February 27, 2007, March 27, 2007, and April 24, 2007). In addition, the 2004 RTP/2006RTIP Amendment has been released for a 30 day public comment period.



**Regional Emissions Analysis**

The SCAG region is comprised of the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, the Mojave Desert Air Basin, and Salton Sea Air Basin. Except for one project amendment located in Ventura, all of the proposed projects included in this RTP/RTIP amendment are located within the South Coast Air Basin. Emissions changes in the Mojave Desert and Salton Sea Air Basins due to the proposed amendment are negligible and not included in this report.

**South Coast Air Basin**

<b>OZONE (Summer [tons per day])</b>				
<b>ROG</b>	<b>YR 2008</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006				
RTIP Amendments	213	151	107	73
BUDGET	216	155	155	155
<b>NOx</b>	<b>YR 2008</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006				
RTIP Amendments	453	349	184	121
BUDGET	464	352	352	352

<b>PARTICULATE MATTER LESS THAN 10 MICRONS (PM10)</b>			
<b>(Annual Average [tons per year])</b>			
<b>ROG</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	189	106	73
BUDGET	251	251	251
<b>NOx</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BUDGET	549	549	549
<b>PM10</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	156	152	152
BUDGET	166	166	166

<b>NITROGEN DIOXIDE (NO2) (Winter [tons per day])</b>			
<b>NOx</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	448	206	133
BUDGET	686	686	686



<b>CARBON MONOXIDE (CO) (Winter [tons per day])</b>			
<b>CO</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	1,805	859	530
BUDGET	3,361	3,361	3,361

<b>PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5)</b>			
<b>(Annual Average [tons per year])</b>			
<b>NOx</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	15,2388	70,399	45,909
BASE YEAR (2002)	260,650	260,650	260,650
<b>PM2.5</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	4,541	4,402	4,628
BASE YEAR (2002)	4,844	4,844	4,844
<b>PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5)</b>			
<b>(24-Hour [tons per day])</b>			
<b>NOx</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BASE YEAR (2002)	714	714	714
<b>PM2.5</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004 RTP/2006			
RTIP Amendments	12.4	12.1	12.7
BASE YEAR (2002)	13.3	13.3	13.3

Ventura County Portion of the South Central Coast Air Basin

<b>OZONE (Summer [tons per day])</b>			
<b>ROG</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	10.7	6.2	4.2
BUDGET	14.3	14.3	14.3
<b>NOx</b>	<b>YR 2010</b>	<b>YR 2020</b>	<b>YR 2030</b>
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	15.1	6.8	4.4
BUDGET	21.4	21.4	21.4





Timely Implementation of TCMs

Pursuant to the conformity rule Section 93.113(c)(1), if a TCM is behind the schedule established in the applicable implementation plan, the MPO and DOT must determine that past obstacles to implementation of the TCM have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control.

The 2004 RTP/ 2006 RTIP Amendments include revised schedules for two TCM projects as shown in the following table.

Project ID	Description	Schedule Change
LA000358	Route 5 from Route 134 to Route 170 - HOV lanes (8 to 10 lanes)	From 2010 to 2011
713 (San Bernardino)	I-215 Corridor North from Route 10 to Route 215 - add 2 HOV lanes and 2 mixed flow lanes (one in each direction) and operational improvements including auxiliary lanes and braided ramps	From 2010 to 2013

The major obstacles and steps to overcome the delays are described below.

*Route 5 (ID# LA000358)*

- On September 29, 2006, Governor Schwarzenegger signed into law SB 1210 Eminent Domain, which became effective January 1, 2007. SB 1210, authored by Senator Tom Torlakson (D-Antioch), changes certain processes that relate to the taking of property by eminent domain. Specifically, this bill:
  - Prevents issuance of a pre-judgment order of possession without prior notice and an opportunity to respond for the property owner or occupants.
  - Requires an entity seeking to take property by eminent domain to offer to pay the property owner's reasonable costs in ordering an independent appraisal of the property.
  - Defines litigation expenses to include reasonable attorney's fees and reasonable expert witness and appraiser fees.
  - Prohibits a redevelopment agency from exercising eminent domain over 12 years after adoption of the redevelopment plan, unless "substantial blight" exists that cannot be eliminated without eminent domain.
- Caltrans uses the power of eminent domain to acquire rights-of-way for transportation projects. As a result of the passage of SB 1210, the proposed project will not meet its originally scheduled completion date of 2010. Additional time is required for right-of-way acquisition.
- The expected construction start date is spring 2009. The completion date of the proposed project is being delayed one year, from 2010 to 2011.
- To date, the project is fully funded.



*I-215 Corridor (ID# 713)*

- In 2001, after preliminary engineering (30%-35% designed) and a Record of Decision issued by FHWA, the project went through a Value Analysis Study which was finalized later that same year. Recommendations from the Value Analysis study included a substantial redesign of the entire corridor but with specific attention to all of the local interchanges. As originally designed, a collector-distributor road system was to be utilized to accommodate the increase in volume at local interchanges that would result from increasing the freeway capacity from a total of three lanes in each direction to five lanes each direction. The collector-distributor design required substantial right-of-way acquisition, and the Value Analysis study recommended using a different design concept at local interchanges known as "braid-split" interchanges. This was considered to be a substantial enough design change to warrant an Environmental Reevaluation of the approved 2001 environmental document.
- The Environmental Reevaluation process required additional traffic analysis, a modified access report, community meetings, coordination with local stakeholders, and numerous discussions with both Caltrans and FHWA staff. During the Environmental Reevaluation process and due in part to the additional traffic analysis, it was concluded that rather than proceeding with a two-phase widening which would first add only the HOV lane in each direction and then later add a mixed flow lane in each direction, the Environmental Reevaluation should reflect the ultimate widening. The Environmental Reevaluation was finalized by Caltrans in November 2005 and approved by FHWA in December 2005.
- Right-of-way acquisition has proceeded on approximately 30 core parcels during the Environmental Reevaluation process; however, SANBAG/Caltrans were not permitted to proceed on nearly 200 other parcels until the Environmental Reevaluation was approved. With the approval of the Environmental Reevaluation, Caltrans is again acquiring parcels, but due to the initial delay and also to changes in State law related to parcel acquisition, the original ROW acquisition schedule has not been met.
- Assuming Caltrans meets the agreed upon right-of-way delivery dates, it is anticipated this freeway reconstruction project will begin construction by the end of 2008 with completion in late 2012.
- The project is fully funded from available revenue sources.



## **ADDENDUM TO THE 2004 REGIONAL TRANSPORTATION PLAN (RTP) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)**

### **INTRODUCTION**

This document is an Addendum to the Final Program Environmental Impact Report ("PEIR") for the 2004 Regional Transportation Plan ("RTP" or "Plan"), prepared and certified by the Southern California Association of Governments ("SCAG") on April 1, 2004.<sup>3</sup> To date, there have been two project amendments and one Administrative Amendment to the 2004 RTP. The first amendment, which was adopted on February 2, 2006, involved the substitution of the CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of four replacement projects, which included a bus rapid transit line, a local transit shuttle, Metrolink service improvements, and free HOV 3+ on the SR-91 Express lanes. Additionally, this involved revisions in the scope and schedule of the SR-241/Foothill South toll road extension. A second amendment, which was adopted on July 27, 2006, was requested by Omnitrans to add a bus rapid transit project, called sbX for San Bernardino Express, to San Bernardino County.

An Administrative Amendment (Gap Analysis), was prepared to bring the 2004 RTP into compliance with the planning requirements of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). The Administrative Amendment was adopted by SCAG's Regional Council on March 1, 2007 and is currently awaiting certification by the Federal Highway Administration (FHWA).

This current RTP Amendment addresses projects proposed to be added to the RTP in response to Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. One element of Proposition 1B is the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds focusing on improving mobility, connectivity and safety on major California highways. SCAG sent out a Notice of Intent to Amend the 2004 RTP on December 12, 2006 to all of the county transportation commissions and Caltrans districts with jurisdictions that fall within the six-county SCAG region.

The scope of this proposed RTP Amendment focuses on priority projects identified by the California Transportation Commission (CTC) for the SCAG region in its meeting held February 28, 2007. This RTP Amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources including, the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP). The projects included in this amendment are either new (projects that are not included in the existing 2004 RTP) or revised (projects which appear in the existing 2004 RTP) and reflect changes to their scopes, schedules, costs, and/or any combination of the changes. These projects have been included at the request of Caltrans and a number of the county transportation commissions in the SCAG region. The county-by-

<sup>3</sup> The Final 2004 Regional Transportation Plan Program Environmental Impact Report (SCH No. 2003061075) ("Final PEIR" or "2004 PEIR") is incorporated herein by this reference and an electronic version is available at <http://scag.ca.gov/RTPpeir2004/draft/2004/responsecomments.htm>



county summary tables presented in the *Project Descriptions* section of this document provide a full description of the Amendment changes. This RTP Amendment must be certified before the July 1, 2007 deadline for SAFETEA-LU compliance in order to allow the CMIA projects to proceed towards implementation.

As the Lead Agency under the California Environmental Quality Act ("CEQA") (Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final PEIR for the 2004 RTP to evaluate the potential environmental impacts associated with implementation of the 2004 RTP. The purpose of the 2004 PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, operations, programs, and policies included in the Plan. The 2004 PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP. The 2004 PEIR focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).<sup>4</sup> As such, the 2004 PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

The 2004 RTP is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. It includes both specific projects and strategies that address transportation and potential growth patterns. Although the 2004 RTP has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2004 RTP is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

## BASIS FOR THE ADDENDUM

This proposed RTP Amendment requires the preparation of an Addendum to the 2004 PEIR for the 2004 RTP. When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.

<sup>4</sup> Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)



- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. Moreover, no changes to the mitigation measures contained in the 2004 PEIR are being proposed so as to trigger additional review regarding such measures. The conditions described in CEQA section 15162 subdivision (a) have not occurred. SCAG has assessed the additional projects at the programmatic level,



and finds that the projects identified in this Amendment are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2004 PEIR. Further, SCAG finds that the addition of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

## **PROJECT DESCRIPTION**

Projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. As aforementioned, the purpose of this RTP Amendment is to incorporate those projects identified in the CMIA program and other non-CMIA projects seeking to take advantage of new funding opportunities or projects that require changes in their project scope, schedule, and/or funding. In addition to those, SCAG received amendment requests from Caltrans, the region's county transportation commissions, and other stakeholders. A comprehensive list of the projects can be found in this 2004 RTP Amendment Summary Table 1: Los Angeles County Projects; Summary Table 2: Orange County Projects; Summary Table 3: Riverside County Projects; Summary Table 4: San Bernardino and Ventura County.

The intention of this Addendum is to analyze any potential changes to the environmental impacts of the 2004 RTP that could occur as a result of the addition of (and changes to) those priority projects identified by the CTCs at their February 28, 2007 meeting. The following are the projects to be included in this Amendment to the RTP:

- (1) **New Projects** – These projects are projects that were not included in the 2004 RTP and are being added to the existing 2004 RTP.
- (2) **Revised Projects** – These projects appear in the existing 2004 RTP. They are projects being included in this RTP Amendment due to revisions to their project scopes, schedules, and/or funding.

## **ANALYSIS OF IMPACTS**

The addition of the projects identified in this current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR. The 2004 PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2004 RTP. Although the new projects identified in the current Amendment were not identified in the 2004 PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2004 PEIR are proposed. SCAG has determined that the addition of the projects identified above would result in impacts that would fall within the range of impacts identified in the 2004 PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2004 PEIR



are anticipated to result from the inclusion of the proposed projects identified in this current RTP Amendment.

## **AESTHETICS AND VIEWS**

The 2004 RTP and PEIR included analysis at the programmatic level of various types of projects, including new facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and Maglev. Expected significant impacts would be the obstruction of scenic views and resources, altering areas along state designated scenic highways and vista points, creating significant contrasts with the scale, form, line, color and overall visual character of the existing landscape, and adding visual urban elements to rural areas (pp. 3.6-10 – 3.6-22).

The proposed projects identified in this Amendment are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2004 PEIR. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.

## **AIR QUALITY**

The proposed projects identified in this Amendment are not expected to cause additional significant regional air quality impacts. The 2004 PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP. A conformity analysis prepared for the 2004 PEIR demonstrated that the 2004 RTP conforms to federal and state requirements, therefore having a less than significant impact on cumulative regional air quality (pp 3.4-25 – 3.4-44).

The regional emissions analysis performed for this RTP Amendment determined projects identified in this current Amendment would not result in an increase of established emissions budgets within the South Coast Air Basin. The incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.

## **BIOLOGICAL RESOURCES**

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on biological resources. The 2004 PEIR concluded that implementation of the RTP would adversely affect biological resources and result in habitat loss, fragmentation and degradation, encroachment of non-native species, water diversion and degradation, and other human activities, such as off-road vehicle activity (pp 3.7-20 – 3 7-33).

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency. The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from the proposed projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.

## **CULTURAL RESOURCES**

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on cultural resources. The 2004 PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (pp. 3.8-16 - 3.8-25).

Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

## **ENERGY**

The proposed projects identified in this Amendment are not expected to cause significant energy impacts beyond those identified in the 2004 PEIR. The 2004 PEIR concluded that significant impacts would result from an increase in transportation-related energy demands. Three main areas of impact have been identified: energy demands for construction and expansion of the regional transportation system; energy demands for operation of the regional transportation system as of 2030; and the cumulative impacts of growing energy demand associated with implementation of the 2004 RTP (pp. 3.11-12 – 3.11-16).

The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from these projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

## **GEOLOGY, SOILS, AND SEISMICITY**

Potential impacts on geology, soils, and seismicity resulting from the proposed projects identified in this current Amendment are consistent with the findings of the 2004 PEIR. The 2004 RTP identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, liquefaction, and landsliding. However, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (pp. 3.9-16-3.9-22).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency. Therefore, incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

## **HAZARDOUS MATERIALS**

Potential impacts on hazardous materials from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR concluded that the RTP would facilitate the movement of goods, including hazardous materials, through the region. The significant impacts include risk of accidental releases due to an increase in the transportation of





hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2004 RTP (pp. 3.10-7 – 3.10-12).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

## **LAND USE**

Potential impacts to land use that could result from the proposed projects analyzed in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR analyzed potential impacts of the 2004 RTP on land use consistency and compatibility. The 2004 PEIR concluded that the RTP would result in significant impacts regarding the loss and disturbance of agricultural lands, the loss and disturbance of open space and/or recreational lands, and inconsistencies with general plans (pp. 3.1-11- 3.1-19).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

## **NOISE**

Potential noise impacts from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR for noise. The projects could potentially cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (pp. 3.5-14 – 3.5-28). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2004 PEIR.

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

## **POPULATION, HOUSING AND EMPLOYMENT**

Potential impacts to population, housing, and employment from the projects identified in this Amendment would be consistent with the findings for the 2004 PEIR. The 2004 PEIR found significant impacts would occur in the areas of growth distribution in vacant areas, displacement, community disruption, and a change in the regional growth pattern. The projects identified in this Amendment would result in relatively minor impacts to overall region-wide population, housing, and employment (pp. 3.2-10 – 3.2-17).

These impacts are within the range of impacts assessed at the programmatic level in the 2004 PEIR. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.



## **PUBLIC SERVICES AND UTILITIES**

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR for public services and utilities of the 2004 PEIR. Anticipated significant cumulative impacts included demand for more police, fire, and emergency personnel and facilities, demand for more school facilities and teachers, an increase in households in areas subject to wildfires, and demand for additional solid waste services (pp. 3.13-9 – 3.13-20).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the RTP with the addition of the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

## **TRANSPORTATION**

The addition of proposed projects identified in this Amendment to the 2004 RTP is not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2004 PEIR. The 2004 PEIR utilized data from the 2030 transportation model output to present a regional analysis for the impacts of the 2004 RTP on transportation. The 2004 PEIR identifies four significant impacts from implementation of the RTP: increased Vehicle Miles Traveled (VMT); higher average delay; increased heavy duty truck delay; and a cumulatively considerable impact on counties outside the SCAG region (pp. 3.3-21 – 3.3-28).

Analysis in the 2004 PEIR adequately addressed impacts that could result from this RTP Amendment at the program level. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

## **WATER RESOURCES**

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR on water resources. The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (pp. 3.12-22 – 3.12-38).

The analysis in the 2004 PEIR adequately addresses region-wide impacts at the program level that could result from the 2004 RTP with the addition of projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.



## **COMPARISON OF ALTERNATIVES**

The proposed projects identified in this Amendment would not significantly affect the comparison of alternatives in the 2004 PEIR. This current Amendment to the 2004 RTP is within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project; 2) Modified 2001 RTP Alternative; 3) The PILUT 1 (Infill) Alternative; and 4) The PILUT 2 (Fifth Ring) Alternative. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR would not be significantly affected by the inclusion of the projects identified in this RTP Amendment. Therefore, no further comparison is required at the programmatic level.

## **LONG TERM EFFECTS**

The addition of proposed projects identified in this Amendment to the 2004 RTP would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of the projects identified in this RTP Amendment are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR (pp. 5-1 – 5-14). Overall, the proposed projects analyzed in this Amendment are within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed RTP Amendment is consistent with the findings on long-term effects in the 2004 PEIR.

## **CONCLUSION**

After completing a programmatic environmental assessment of the proposed changes to the 2004 RTP that would result from the current Amendment, SCAG finds that adoption of the proposed projects identified in this Amendment to the 2004 PEIR would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes, while individually quite large, are not substantial changes in the context of the region which would require major revisions to the programmatic, region-wide analysis presented in the 2004 PEIR.

Further, SCAG finds that the proposed projects do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2004 PEIR. As such, SCAG has assessed the proposed projects identified in this Amendment at the programmatic level, and finds that inclusion of the proposed projects would be consistent with the analysis and mitigation measures contained in the 2004 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2004 RTP. Therefore, a subsequent or supplemental EIR is not required and this Addendum to the 2004 PEIR fulfills the requirements of CEQA.



## **PUBLIC REVIEW AND COMMENT**

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing will be posted on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) by May 3, 2007, and published in major newspapers in the six-county region. The Draft Amendment will be made available on the SCAG website and copies will be available for review at SCAG and at public libraries throughout the region (the listing of libraries will be provided on the SCAG website). Written comments will be accepted until 5:00pm June 4, 2007 and should be directed to:

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or to: [kuk@scag.ca.gov](mailto:kuk@scag.ca.gov)

A public hearing will be held at SCAG from 9:00am to 10:00pm on May 9, 2007. All of the public comments received will be summarized in the final Amendment document, along with SCAG's responses to those comments. SCAG's Regional Council (RC) is scheduled to consider approving the Draft Amendment on June 7, 2007. The final Amendment will be sent to the appropriate state and federal agencies for their approval.

In addition, SCAG has fully coordinated this amendment with the region's stakeholders through SCAG's committee and task force structure. Specifically, staff has provided periodic reports regarding this amendment to the Transportation Conformity Working Group (TCWG), the Subregional Coordinators, as well as the Plans and Programs Technical Advisory Committee (P&P TAC) on several occasions. Staff also presented a status report on the Amendment to the Transportation and Communications Committee (TCC) on April 5, 2007. The Final Amendment will be presented to the RC on June 7, 2007 as noted above.



## **CONCLUSION**

This Amendment maintains the integrity of the transportation conformity as well as the fiscal constraints of the existing 2004 RTP. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this amendment allowing all concerned parties, stakeholders and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment #3 to the 2004 RTP complies with all applicable federal and state requirements, including the Transportation Conformity Rule.



## **ATTACHMENT A**

### ***CTC ADOPTED CMIA PROGRAM***



# CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)

CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const.	Staff Recommendation	Unfunded Request	Delivery	Approp. Value	Deliv. Value + Approp. +
San Diego	San Diego	5	North Coast Corridor, Stage 1A, Unit 1	9/2007	73,626	64,000	58,000	0	64,000	5	4	5
San Diego	San Diego	15	Managed lanes, Rte 163 to Rte 56	6/2008	431,324	350,000	350,000	350,000	0	5	4	5
San Diego	San Diego	15	Managed lanes, Mira Mesa access ramp	4/2008	50,000	50,000	50,000	0	50,000	5	4	5
San Diego	San Diego	5	N Coast Corridor, Stage 1B, Encinitas HOV	10/2010	327,000	327,000	289,000	0	327,000	3	4	5
San Diego	San Diego	5	N Coast Corridor, Stage 1C, Carlsbad HOV	10/2010	92,000	92,000	77,000	0	92,000	3	4	5
San Diego	San Diego	5	N Coast Corridor, Stage 1F, Voigt Dr-Rt 805 HOV	10/2010	158,000	158,000	126,000	0	158,000	3	4	5
San Diego	San Diego	805	N Coast Corridor, Stage 1D, Rt 52-Carroll Cyn HOV	12/2010	148,000	148,000	121,000	0	148,000	2	3	4
San Diego	San Diego	805	2 SB aux lanes, E Street to SR-54	9/2008	19,445	19,445	16,900	0	19,445	5	3	3
San Diego	San Diego	805	North Coast Corridor, Stage 1A, Unit 2	8/2010	94,000	82,000	80,000	82,000	0	3	3	4
San Diego	San Diego	805	HOV lanes, Palomar-SR 94	11/2011	330,555	330,555	282,100	0	330,555	2	4	2
San Diego	San Diego	5	N Coast Corridor, Stage 1E, Genesee Av Interchange	9/2011	78,000	78,000	64,000	0	78,000	2	1	3
			<b>Subtotal, San Diego</b>					<b>432,000</b>				
Southern California	Imperial	78	Brawley Bypass, Stage 3	10/2008	56,130	46,130	39,337	0	46,130	5	3	3
			<b>Subtotal, Imperial</b>					<b>0</b>				
Southern California	Los Angeles	405	Northbound HOV lanes, Rt 10 to Rt 101 (design-build)	4/2009	950,000	730,000	778,000	730,000	0	4	5	2
Southern California	Los Angeles	5	HOV lanes, Ora Co Line-Route 605	8/2011	1,155,265	387,000	610,043	387,000	0	3	5	2
Southern California	Los Angeles	10	HOV lanes, Puente Ave. to Citrus St.	5/2011	173,500	173,500	139,000	0	173,500	2	5	4
Southern California	Los Angeles	10	HOV lanes, Citrus St. to Rte 57	5/2011	191,500	191,500	167,500	0	191,500	2	5	4
Southern California	Los Angeles	5	HOV lanes, Rte. 134 to Rte 170	11/2008	606,000	73,000	310,000	73,000	0	3	3	2
Southern California	Los Angeles	138	Widen to 4 lanes, 175th St to Largo Vista Rd	9/2009	33,588	15,818	26,236	0	15,818	4	2	1
Southern California	Los Angeles	138	Widen to 4 lanes, Ave T to Rte 18	9/2009	104,034	95,182	89,205	0	95,182	4	1	1
Southern California	Los Angeles	10	I-10/605 transition connector	8/2011	70,460	70,460	58,460	0	70,460	2	2	2
			<b>Subtotal, Los Angeles</b>					<b>1,190,000</b>				
Southern California	Orange/Riverside	91	EB auxiliary lane, Rte 241 to Rte 71	8/2008	80,500	73,800	71,440	71,440	2,360	4	4	5
Southern California	Orange	22	HOV Connector, Rte 22/405 and 405/605	3/2010	400,000	200,000	345,500	200,000	0	3	5	4
Southern California	Orange	57	Widen NB, Rte 91 to Lambert Rd.	6/2010	140,000	70,000	124,548	70,000	0	3	3	3
Southern California	Orange	57	Widen NB, Katella Ave to Lincoln Ave	5/2011	41,086	20,086	34,692	20,086	0	2	3	4
Southern California	Orange	91	Add lanes, SR 55 to Gypsum	2/2012	96,000	46,000	78,950	22,000	26,000	1	3	4
Southern California	Orange	5	Gene Autry Wy transitway interchange	9/2009	57,729	17,500	23,583	0	17,500	3	1	4
Southern California	Orange	91	WB auxiliary lane, Rte 55 to Tustin	12/2011	95,000	47,500	81,493	0	47,500	1	3	2
Southern California	Orange	91	Convert WB aux lanes to through lane, Rt 57 to Rt 5	4/2012	72,000	36,000	58,000	0	36,000	1	2	3
Southern California	Orange	57	NB lane, Lambert Rd. to L.A. Co. line	5/2012	156,670	111,670	136,290	0	111,670	1	3	1
Southern California	Orange	5	I-5/Rte 74 interchange	9/2011	75,000	36,000	32,775	0	38,000	1	1	1
			<b>Subtotal, Orange</b>					<b>383,528</b>				
Southern California	Riverside	215	Widen, I-15 to Scott Road	11/2010	62,321	62,321	55,100	38,570	23,751	3	4	4
Southern California	Riverside	91	HOV lanes, Adams St to 60th/1215 interchange	6/2011	232,777	157,198	191,744	157,198	0	2	5	4
Southern California	Riverside	91	Route 71/91 interchange and connectors	7/2012	99,014	99,014	87,129	0	99,014	1	3	4
Southern California	Riverside	215	Mixed flow lane, Scott Rd. to Nuevo Rd	10/2011	172,730	172,730	149,895	0	172,730	2	2	4
Southern California	Riverside	215	HOV lanes, Nuevo Rd. to Box Springs Rd.	6/2011	181,700	181,700	144,700	0	181,700	2	3	3
Southern California	Riverside	15	Widening, Bundy Canyon Rd to Rte 215	3/2011	109,801	109,801	97,325	0	109,801	1	5	2
Southern California	Riverside	15	French Valley Pkwy. new interchange	2/2010	140,846	31,545	97,591	0	31,545	3	0	0
			<b>Subtotal, Riverside</b>					<b>195,768</b>				

# CMIA ADOPTED PROGRAM OF PROJECTSTION

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)

CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value	Approp + Value	Deliv + Approp + Value
Southern California	San Bernardino	215	HOV 3 mixed lanes, Rt 10-Rt 210, segments 1 & 2	8/2008	430,341	49,120	337,218	49,120	0	5	4	3	7	12
Southern California	San Bernardino	10	Widen Ramps, Aux. lanes: Cherry, Citrus & Cedar	6/2009	30,325	30,325	27,476	19,233	11,092	4	3	5	8	12
Southern California	San Bernardino	10	WIB mixed flow lane, Live Oak Cyn to Ford St	2/2010	43,186	38,186	37,857	26,500	11,686	3.5	4	3	7	10.5
Southern California	San Bernardino	215	HOV 3 mixed lanes, Rt 10-Rt 210, segment 5	11/2010	64,875	59,000	59,000	59,000	0	3	4	3	7	10
Southern California	San Bernardino	215	Route 210/215 connectors	3/2009	96,204	22,000	79,967	22,000	0	4	3	2	5	9
Southern California	San Bernardino	10	Bridge widenings (HOV phase 1)	3/2011	149,288	107,931	126,900	0	107,931	4	2.5	2.5	5	9
Southern California	San Bernardino	15	Widening, Victorville to Barstow	9/2010	136,481	46,432	106,926	0	48,432	3	2	1	3	6
Southern California	San Bernardino	58	Hinkley 4-lane expressway	5/2012	149,828	130,400	130,400	0	130,400	1	4	0.5	4.5	5.5
Southern California	San Bernardino	15	2 new interchanges, Victorville	6/2011	134,066	44,352	86,795	0	44,352	2	1	1	2	4
			<b>Subtotal, San Bernardino</b>					<b>175,853</b>						
Eastern Sierra	Inyo	395	Olancho and Cartago Expressway	9/2012	107,600	59,000	82,008	0	59,000	1	4	0.5	4.5	5.5
			<b>Subtotal, Eastern Sierra</b>					<b>0</b>						
Central Coast	San Luis Obispo	101	Operational improvements phase 1b	1/2008	12,631	5,432	10,097	0	5,432	5	1	5	6	11
Central Coast	Santa Barbara	101	Widening & ITS: Milpas to Cabrillo Hot Springs	1/2008	83,482	28,613	62,695	0	28,613	5	2	3	5	10
Central Coast	San Luis Obispo	46	4-lane expwy, Genesee to Almond (Whitley 1)	7/2010	105,000	67,742	87,000	67,742	0	3	4	2	6	9
Central Coast	Santa Barbara/Ventura	101	HOV lanes, Mussel Shoals to Castles Pass Rd	2/2011	151,470	151,470	131,600	131,600	19,870	2	4	2	6	8
Central Coast	San Luis Obispo	46	Corridor improvements (Whitley 2)	7/2010	110,000	94,000	94,000	0	94,000	3	4	1	5	8
Central Coast	San Luis Obispo	101	Santa Maria River Bridge widening	3/2010	64,590	58,540	58,540	0	58,540	3.5	3	1.5	4.5	6
Central Coast	Santa Barbara	101	HOV lanes, Castles Pass Rd to Milpas St	7/2017	624,300	12,600	591,000	0	12,600	0	0	0	0	0
			<b>Subtotal, Central Coast (South)</b>					<b>199,342</b>						
San Joaquin Valley	Tulare	198	4 lane expressway, Rt 43 to Rt 99 (South)	8/2009	39,797	28,640	33,615	22,912	5,728	4	3	3.5	6.5	10.5
San Joaquin Valley	Kern	46	Kecks Rd 4-lane (Kecks Rd to Rte 33)	7/2010	94,195	48,900	83,420	45,000	4,900	3	3	1.6	4.6	7.6
San Joaquin Valley	Kern	14	Freeman Gulch 4 lane (Redrock Inyokern to Rt 178)	12/2011	133,084	129,278	109,005	0	129,278	2	4	1	5	7
San Joaquin Valley	Kern	58	Widen Hwy to 6 lanes, Rt 99 to Cottonwood Rd	8/2012	62,300	62,300	58,800	0	62,300	0.5	2	3	5	5.5
San Joaquin Valley	Kern	58	Rosedale Hwy, widen to 6 lanes, Allen Rd to Rt 99	3/2011	41,742	20,871	32,656	0	20,871	2	2	1	3	5
San Joaquin Valley	Tulare	89	Tegus-Goshen 6-lane (Ave 264 to Goshen)	12/2011	110,200	96,800	95,300	0	96,800	2	2	1	3	5
San Joaquin Valley	Kern	178	Widen to 4 lanes, Rte 184 to Miramonte Drive	12/2011	10,508	8,166	7,016	0	8,166	1	1	1	2	3
			<b>Subtotal, San Joaquin (South)</b>					<b>67,912</b>						
			<b>Total Recommended Projects, South</b>					<b>2,644,401</b>						
			<b>Reserve for bond administration</b>					<b>54,000</b>						
			<b>Reserve for traffic management system projects</b>					<b>0</b>						
			<b>Total Recommended, South</b>					<b>2,698,401</b>						
			<b>Total Bond Capacity, South</b>					<b>2,700,000</b>						
			<b>Under (Over) Capacity</b>					<b>1,599</b>						



# CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)												
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Approp + Value
Central Coast	Monterey	12	lane expressway, Salinas Rd interchange	7/2009	48,533	37,061	37,061	37,061	0	4	3.1	5
Central Coast	Santa Cruz	1	Auxiliary lanes, Morrissey to Soquel Ave.	6/2010	21,664	16,190	16,190	16,190	0	3	3	4
Central Coast	Santa Cruz	1	Auxiliary lanes, 41st Ave to Soquel Ave.	9/2010	17,973	17,973	13,592	0	17,973	3	3	6
Central Coast	Santa Cruz	1	Auxiliary lanes, Park Ave to Bay/Porter	9/2010	21,389	21,389	16,595	0	21,389	3	3	6
Central Coast	Monterey	101	Freeway conversion, San Juan Rd interchange	12/2011	77,100	50,800	50,800	0	50,800	2	4	2
Central Coast	San Benito	156	4 lane expressway, Alameda to Union-Mitchell	10/2010	66,356	37,987	43,923	0	37,987	3	4	1
Central Coast	Monterey	156	Rte 156 Corridor west phase 1	5/2012	179,400	166,700	91,000	0	166,700	1	4	5
Subtotal, Central Coast (North)								53,251				
San Joaquin Valley	Kings	198	4 lane expressway, Rt 43 to Rt 99 (North)	8/2009	84,570	60,860	71,432	48,688	12,172	4	3	3.5
San Joaquin Valley	San Joaquin	5	HOV lanes, North Stockton	11/2010	333,000	225,000	300,810	0	225,000	3	4	3
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Rte 99 to Marrow Rd	9/2007	49,800	14,760	15,000	14,760	0	5	2.5	1.5
San Joaquin Valley	Tuolumne	108	East Sonora Bypass, Stage 2	7/2010	51,928	17,233	30,500	17,233	0	3	4.5	1
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Marrow Rd to Rte 108	12/2009	50,500	18,813	29,500	18,813	0	3.5	2.5	1.5
San Joaquin Valley	Calaveras	4	Angel's Camp Bypass	6/2007	60,201	4,436	35,598	4,436	0	5	2.5	0
San Joaquin Valley	Fresno	180	Braided ramps between Rte 41 & Rte 168	10/2012	45,000	30,000	39,000	0	30,000	0.5	3	3.5
San Joaquin Valley	Fresno	180	Expressway, Academy to Trimmer Springs	7/2010	64,563	45,200	45,200	0	45,200	3	3.5	0.5
San Joaquin Valley	Madera	41	Widening, Ave 11 to Ave 12, & Ave 12 I/C	12/2012	67,300	44,800	54,300	0	44,800	0.5	2	3.5
San Joaquin Valley	San Joaquin	205	Auxiliary lanes, 4 locations in Tracy	5/2010	51,560	25,000	45,517	25,000	0	2	1	3
San Joaquin Valley	Fresno	180	Expressway, Trimmer Springs-Frankwood (seg 3)	9/2011	75,957	46,500	46,500	0	46,500	2	3.5	0
San Joaquin Valley	Amador		Sutter Hill Regional Transit Center	8/2007	3,205	1,450	3,205	0	1,450	6	0	0
San Joaquin Valley	San Joaquin	99	South Stockton widening & ops improvement	7/2011	244,000	50,000	163,000	0	50,000	2	1	1
San Joaquin Valley	Kings	198	19th Ave. interchange, freeway conversion	3/2013	31,019	27,770	24,770	0	27,770	0	2.5	1
San Joaquin Valley	Fresno	41	Divisadero to Shields 8 lane	9/2013	95,000	95,000	82,600	0	95,000	0	2	1
Subtotal, San Joaquin Valley (North)								128,932				
S.F. Bay Area	Alameda/Contra Costa	80	Integrated Hwy/focal rd mgmt, Carquinez-Bay Bridge	7/2009	87,700	63,400	76,100	55,300	8,100	4	5	5
S.F. Bay Area	Santa Clara	880	SB HOV Extension, SR 237 to US 101	12/2010	142,700	127,700	71,600	71,600	56,100	3	4	5
S.F. Bay Area	Sonoma	101	HOV lanes, Willard Av-Santa Rosa Av	12/2008	85,440	44,800	69,100	44,800	0	4.5	4	3.5
S.F. Bay Area	Santa Clara	101	Widening, Yerba Buena to I-280/I-680	3/2010	104,220	30,000	90,400	30,000	0	3.5	4	4
S.F. Bay Area	Alameda	580	EB HOV Lane, Hacienda to Greenville	2/2008	153,700	95,700	139,700	72,200	23,500	5	4	2.5
S.F. Bay Area	Contra Costa/Alameda	24	Caldecott Tunnel - 4th Bore	6/2009	420,000	175,000	375,900	175,000	0	4	4.1	3
S.F. Bay Area	Sonoma	101	HOV lanes, Railroad Av-Rohnert Park Expwy	4/2009	110,250	42,848	86,300	42,848	0	4	4	3
S.F. Bay Area	Solano	80	HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek)	6/2008	80,000	56,210	71,000	56,210	0	5	3.1	2.5
S.F. Bay Area	Sonoma	101	HOV lanes, Steele-Windsor River (North Ph A)	9/2008	121,360	68,360	103,200	68,360	0	5	3	2.5
S.F. Bay Area	San Mateo	101	Aux lanes, Embarcadero-Marsh Rd	4/2011	169,018	102,168	91,538	60,000	42,168	2.5	3	4.5
S.F. Bay Area	Napa/Solano	12	Jamesson Canyon widening, phase 1	9/2010	139,500	102,100	105,700	73,980	28,110	3	3.5	3.5
S.F. Bay Area	Marin	101	Marin-Sonoma Narrows Seg. A (Novato)	12/2010	30,000	30,000	23,800	82,400	(52,400)	3	4	3
S.F. Bay Area	Marin	101	WB 580 to NB 101 aux lane	3/2009	20,000	20,000	15,300	20,000	0	3	2	5
S.F. Bay Area	Contra Costa	4	Widening, Somerville to Rte 160	11/2009	335,000	85,000	188,000	85,000	0	4	3	2.5
S.F. Bay Area	Marin/Sonoma	101	Marin-Sonoma Narrows Seg. B (Novato-Petaluma)	12/2011	349,000	180,000	255,200	0	180,000	1.5	4.1	3.5
S.F. Bay Area	Alameda	880	SB HOV lane, Marina-Hegenberger	10/2011	108,000	108,000	94,600	94,600	13,400	2	4	3
S.F. Bay Area	Alameda	580	WB HOV Lane, Isabel (Rt 84) interchange	7/2008	153,000	68,000	102,800	68,000	0	5	1.5	2.5
S.F. Bay Area	Alameda	580	WB HOV Lane: Greenville to Foothill	8/2011	126,300	101,700	112,300	101,700	0	2	4	2.5
S.F. Bay Area	Contra Costa	680	Extend NB HOV, Greenville to Foothill	9/2011	21,000	10,500	16,800	0	10,500	2	3	3
S.F. Bay Area	San Joaquin	101	Aux lanes, Rte 85 Embarcadero	6/2011	102,258	92,258	84,930	84,930	7,328	2	3	2
S.F. Bay Area	Sonoma	101	HOV lanes, Airport & Op Imps (North Ph B)	11/2009	50,500	32,500	42,000	0	32,500	4	2	0.5
S.F. Bay Area	Santa Clara	101	Widen to 6 lanes, Rte 25 to Monterey Rd	7/2012	128,000	108,000	103,600	0	108,000	1	4	1
S.F. Bay Area	Solano	80	Route 80/680/12 interchange reconstruction	12/2010	243,412	93,790	167,467	0	93,790	2	2	2
S.F. Bay Area	Santa Clara	880	Rte 280 interchange, Stevens Crk, Winchester	7/2010	70,000	50,000	57,000	0	50,000	3	2	1
S.F. Bay Area	San Francisco	101	Doyle Drive replacement	8/2010	810,000	175,000	718,808	0	175,000	3	0	0
Subtotal, San Francisco Bay Area (MTC)								1,288,938				

# CMIA ADOPTED PROGRAM OF PROJECTS

## Corridor Mobility Improvement Account - North project nominations. (\$1,000's)

CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Approp + Value
Sacramento Valley	El Dorado	50	HOV lanes, ED Co Ln to Bass Lake IC	7/2008	42,360	20,000	39,160	20,000	0	4.5	5	9
Sacramento Valley	Placer	65	Lincoln Bypass	12/2008	324,000	78,592	232,000	73,715	4,877	5	4	7.5
Sacramento Valley	Placer	80	HOV & Aux lanes, Sac. Co to Eureka Rd (Phase 2)	5/2008	80,232	15,000	72,432	15,000	0	5	4	7.1
Sacramento Valley	Sacramento	50	HOV lanes, Watt Ave to Sunrise Blvd. Phase 1	9/2009	165,000	80,000	147,125	80,000	0	4	4	8
Sacramento Valley	Sacramento	80	HOV lanes, Sacramento River to Longview Dr	9/2009	200,000	100,000	179,000	0	100,000	4	4	8
Sacramento Valley	Placer	80	WB HOV & Aux lanes, Eureka to Rt 66 (Phase 3A)	5/2009	34,000	34,000	31,300	31,300	2,700	4.5	4.1	3.1
Sacramento Valley	Nevada	49	La Barr Meadows widening	6/2009	40,500	22,168	24,500	18,568	3,600	4	2.1	3
Sacramento Valley	Sacramento	50	EB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	4
Sacramento Valley	Sacramento	50	WB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	4
Sacramento Valley	Yolo	5	I-5 to Rte 113 direct connector (Phase 2)	12/2009	60,578	41,700	48,400	41,700	4,800	4	3	1
Sacramento Valley	Sacramento	Hazel	Ave widening, US 50 to Madison	2/2009	90,123	20,000	50,371	0	20,000	4	1	2
Sacramento Valley	Sacramento	99	Central Galt interchange	9/2009	49,000	8,250	38,100	0	8,250	4	1	1
Sacramento Valley	Butte	32	Rte 32 widening, Rte. 99 to Yosemite Dr.	7/2008	16,320	10,000	12,820	0	10,000	5	1	0
Sacramento Valley	Sacramento	White	Rock Rd 4 lane, Sunrise Bl-Prairie City Rd	5/2011	26,600	22,000	19,100	22,000	0	1	0.5	4
Sacramento Valley	Sacramento	5	Aux. lanes, Consummes River to Pocket Rd	2/2009	32,300	32,000	32,300	0	32,000	1	3	1
Sacramento Valley	Sacramento	Consummes	River Blvd extension	2/2009	58,622	20,000	49,449	0	20,000	4	0	1
Sacramento Valley	Sacramento	5	Richards Blvd interchange ramp widening	9/2011	6,150	5,500	5,300	0	5,500	1	0	1
Sacramento Valley	Sacramento	Sac	area transportation info exchange (STARNET)	3/2009	4,000	3,700	4,000	0	3,700	1	0	1
Sacramento Valley	El Dorado (Tahoe)	50	Improvements, Trout Creek to Ski Run Blvd		21,883	3,800	0	0	3,800	0	0	0
Sacramento Valley	Placer (Tahoe)	28	Kings Beach commercial core		10,680	2,700	0	0	2,700	0	0	0
Sacramento Valley	Sacramento	80	Yolo bypass bicycle bridge		25,300	25,000	25,300	0	25,000	0	0	0
			Subtotal, Sacramento Valley					260,563				
North State	Mendocino	101	Willits Bypass	1/2010	356,360	177,439	296,640	0	177,439	3.5	4.5	2.5
North State	Shasta	5	Cottonwood Hills Truck Climbing Lanes	5/2011	27,443	27,443	22,902	22,902	4,541	2	3.5	4
North State	Shasta	5	I-5/SR 44 Hwy to Hwy direct connector	11/2011	60,954	49,165	41,090	0	49,165	2	2	3.5
North State	Shasta	44	Dana to Downtown, widen to 6 lanes	5/2008	75,182	22,910	68,717	0	22,910	5	2.5	0
North State	Shasta/Trinity	299	Buckhorn Grade realignment	7/2011	249,000	239,466	230,821	0	239,466	2	4	1
North State	Lake	44	Extend 4 lane freeway to Palo Cedro (Stillwater)	11/2010	68,786	65,706	52,930	0	65,706	3	4	0
North State	Shasta	29	Expressway, Diener Dr. to Rte. 175	10/2011	179,088	134,477	148,552	0	134,477	2	4	0
North State	Shasta	5	South Redding 6 lane (Beckwith-Churn Creek)	11/2011	41,000	41,000	35,301	0	41,000	2	2.5	1
North State	Tahama	5	South Avenue interchange improvement	5/2008	31,697	27,956	27,700	0	27,956	4	1	0
North State	Shasta	5	North Anderson 8 lane (Bonnyview to Riverside)	7/2011	62,718	62,718	53,216	0	62,718	1	2	0
			Subtotal, North State					22,902				
			Total Recommended Projects, North					1,752,806				
			Reserve for bond administration					36,000				
			Reserve for traffic management system projects					0				
			Total Recommended, North					1,788,806				
			Total Bond Capacity, North					1,800,000				
			Under (Over) Capacity					11,394				

## **ATTACHMENT B**

### ***REQUESTS FOR RTP AMENDMENT***



**DEPARTMENT OF TRANSPORTATION****DISTRICT 7**

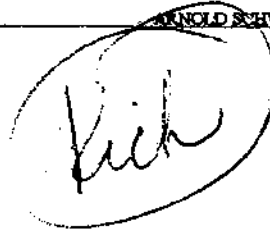
100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012-3606

PHONE (213) 897-0362

FAX (213) 897-0360

TTY (213) 897-4937

*Flex your power!  
Be energy efficient!*

January 16, 2007

Mr. Hasan Ikhata, Director, Planning & Policy  
Southern California Association of Governments  
818 West 7<sup>th</sup> Street  
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

**Subject:** Request Amendment of 2004 RTP and 2006 RTIP to include (1) I-5 HOV  
Lane/Truck Lane and (2) SB I-605 to EB I-10 Transition Connector

Dear Mr. Ikhata:

The California Department of Transportation (Caltrans) is requesting that the I-5 HOV Lane and Truck Lane from I-5/I-14 Interchange to Parker Road Overcrossing project and the I-10/I-605 Transition Connector from SB I-605 to EB I-10 be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP).

The purpose of the I-5/I-14 HOV Lane and Truck Lane project is to get greater efficiency in roadway capacity in the North County area. Substantial growth that is occurring is rapidly outstripping existing roadway capacity. The proposed project is described as follows:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR 14 interchange to Parker Road Overcrossing
- Construct one truck lane along outside edge of travel way (N/B) from Weldon Canyon to Pico Canyon Road / Lyons Avenue
- Construct one truck lane along outside edge of travel way (S/B) from 400 feet north of Weldon Canyon to Pico Canyon Road / Lyons Avenue

The purpose of the I-10/I-605 Transition Connector from SB I-605 to EB I-10 is to eliminate weaving conflicts that exist due to extreme congestion of the existing configuration of shared freeway-to-freeway connector moves. The proposed project is described as follows:

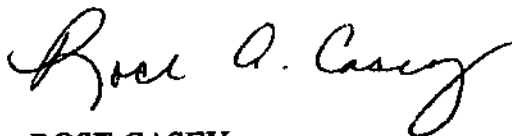
- Construct fly-over connector from S/B I-605 to EB I-10
- Fly-over direct connector (S/B I-605 to EB I-10) would replace the existing shared at-grade connector

*"Caltrans improves mobility across California"*

Mr. Hasan Ikhata  
January 16, 2007  
Page 2

Thank you for your assistance in helping to advance the projects identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at [rose\\_casey@dot.ca.gov](mailto:rose_casey@dot.ca.gov).

Sincerely,



ROSE CASEY  
Deputy District Director  
Division of Planning, Public Transportation & Local Assistance

**Attachments:**

- I-5 HOV Lane Location Map and Fact Sheet
- I-10/I-605 Transition Connector Project Map
- CMLA I-10/I-605 Transition Connector Project Nomination Fact Sheet
- CMLA I-10/I-605 Benefit/Cost Analysis: Project Input Sheet
- LACMTA CMLA I-10/I-605 Supplemental Application Information

C: Douglas Failing, Director, Caltrans District 07  
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail  
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies  
Tad Teferi, Deputy District Director, Program/Project Management

**Requesting amendment to the 2004 Regional Transportation Program and the 2006 Regional Transportation Improvement Program - I-5 HOV and Truck Lane & I-605/I-10 Fly-over direct connector**

**Presented to**

**Southern California Association of Governments**

**Submitted by**

**Caltrans District 7  
100 South Main Street  
Los Angeles, CA 90012**

**January 16, 2007**

CALTRANS	LAE0465	IN L.A./SANTA CLARITA FROM NORTH ON RTE. 5/SR 14 TO Parker Road O.C., HOV OR TRUCK LANE IMPROVEMENT(EA 23320 PPNO 3189) SAFETEA LU #465
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**Project Location:** Los Angeles County  
Santa Clarita

**Project Description:** Route 5/14 Interchange to Parker Road O.C.  
HOV Lane and Truck Lane Improvement PM R44.9/R59.0

#### **Proposed Project:**

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

**Sponsor:** Caltrans in partnership with Private (Golden State Gateway Coalition)

#### **BACKGROUND**

I-5 is listed as a "high priority corridor" on the National Highway System (NHS), serving Inter-regional commodities and vehicular travel in the north-south direction from California's most southern border with Mexico to its most northern border with Oregon. Within the project limits, the I-5 is classified as an urban freeway, and it functions as the gateway to and from the Los Angeles Basin to central and northern California. As a result of this unique characteristic of spanning the entire state, the interstate in the North County area experiences very high volumes of traffic, which also includes truck traffic.

The existing facility within the project limits currently accommodates four mixed flow lanes in each direction. The mixed flow lanes are constructed to standard lane widths (3.6m) with standard outside shoulders (3.0m) and nonstandard inside shoulders (2.4m). Along this section of the I-5, the median width varies from approximately 10 m to 19 m and is fully paved in some areas and partially paved in other areas. The topography of the project area is mountainous or hilly, requiring that the freeway section be constructed with 1:2 side slopes and/or back slopes, and non-standard paved width inside shoulders.

The substantial growth that is occurring in the North County is quickly outstripping the existing roadway capacity. Programmed capacity improvements slated for the North County would be overwhelmed well before the horizon year 2030. Freeway traffic volumes on I-5 are projected to approximately double by year 2030. The recent travel time survey completed on the I-5 freeway measured approximately 1 million annual hours of traffic delay within the project limits. It is anticipated that future peak volumes of traffic would increase, leading to even greater delays.

### **PURPOSE AND NEED**

The substantial growth in employment, population, and household dwelling units anticipated for the North County area by year 2030 would lead to a commensurate increase in resident-based trip-making of all trip purposes. In addition, growth in the economies of surrounding jurisdictions (such as Kern and San Bernardino Counties) coupled with growth in the overall statewide economy would create substantial increases in intercounty/interregional vehicular trips traveling through the North County area, both in trucks and general automobile traffic.

Within the project limits, in the northbound direction, the I-5 is experiencing AM and PM peak hour traffic that ranges from 3,470 to 5,260 vehicles per hour (vph) and from 4,580 to 9,300 vph, respectively. In the southbound direction, the AM and PM peak hour traffic volumes range from 5,000 to 9,090 vph and from 3,800 to 5,830 vph, respectively. The percentage of truck traffic along this stretch of I-5 varies from 6% to 11% of the total traffic volume.

The northbound I-5 segments from Calgrove Boulevard to Magic Mountain Parkway during the AM peak hour operates at level of service (LOS) C; from Calgrove Boulevard to Valencia Boulevard during the PM peak hours, the northbound I-5 operates at LOS E and D. Traffic conditions along southbound I-5 between McBean Parkway and Lyons Avenue during the AM peak hour operate at a LOS E and between Calgrove Boulevard and Lyons Avenue they operate at a LOS F.

Future traffic volumes for Alternatives 2, 3, and 4 were projected for Year 2030 using the SCAG model. Under the no-build scenario of Alternative I, the northbound AM and PM peak hour traffic volume is expected to range from 5,750 to 5,840 vph and from 7,900 to 14,050 vph, respectively. The southbound AM and PM peak hour traffic is expected to range from 7,570 to 13,660 vph and from 7,540 to 7,650 vph, respectively. The corresponding LOS for the northbound direction in the AM peak hour is Level C, and it ranges from Level F to E in the PM peak hour. Similarly, the corresponding LOS for the southbound direction in the AM peak hour ranges from D to F, and the PM peak hour experiences a constant Level of D.



**EA 2332E**

**Project Description:**

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

**Location (excludes bus purchases or replacements):**

**In Los Angeles County in the City of Santa Clarita on Northbound and Southbound I-5 from SR-14 to Parker Road O.C.**

**Project scope:**

**Adding one HOV lane with 1.2 m buffer along I-5 in the median on each direction on I-5 from SR-14 to Parker Road O.C. Adding a truck lane along the outside edge of travel way in both the southbound and northbound directions from I-5/SR-14 interchange to Pico Canyon Road/Lyons Avenue.**

**For Regionally Significant & Goods Movement Projects include - -**

**New Connections/Cross Traffic Improvements: N/A**

**For non-motorized projects or TCM aspects include type of non-motorized or TCM portion of overall project: N/A**

**New Highway: N/A**

**Lane Additions/Capacity Enhancements**

**Project descriptions for improvements with Lane Additions you must include number of existing lanes in each direction: 4  
number of proposed lanes in each direction: N/B: 6; S/B: 6  
project length (beginning & end points); and change in type of facility (e.g., mixed flow changes to HOV or a secondary to a primary): Please see Project scope above. More information to be determined during PA&ED and PS&E  
Indicate where any lanes are being added or deleted: Please see Project scope above. More information to be determined during PA&ED and PS&E  
Indicate where medians will be added or raised: Please see Project scope above. More information to be determined during PA&ED and PS&E**

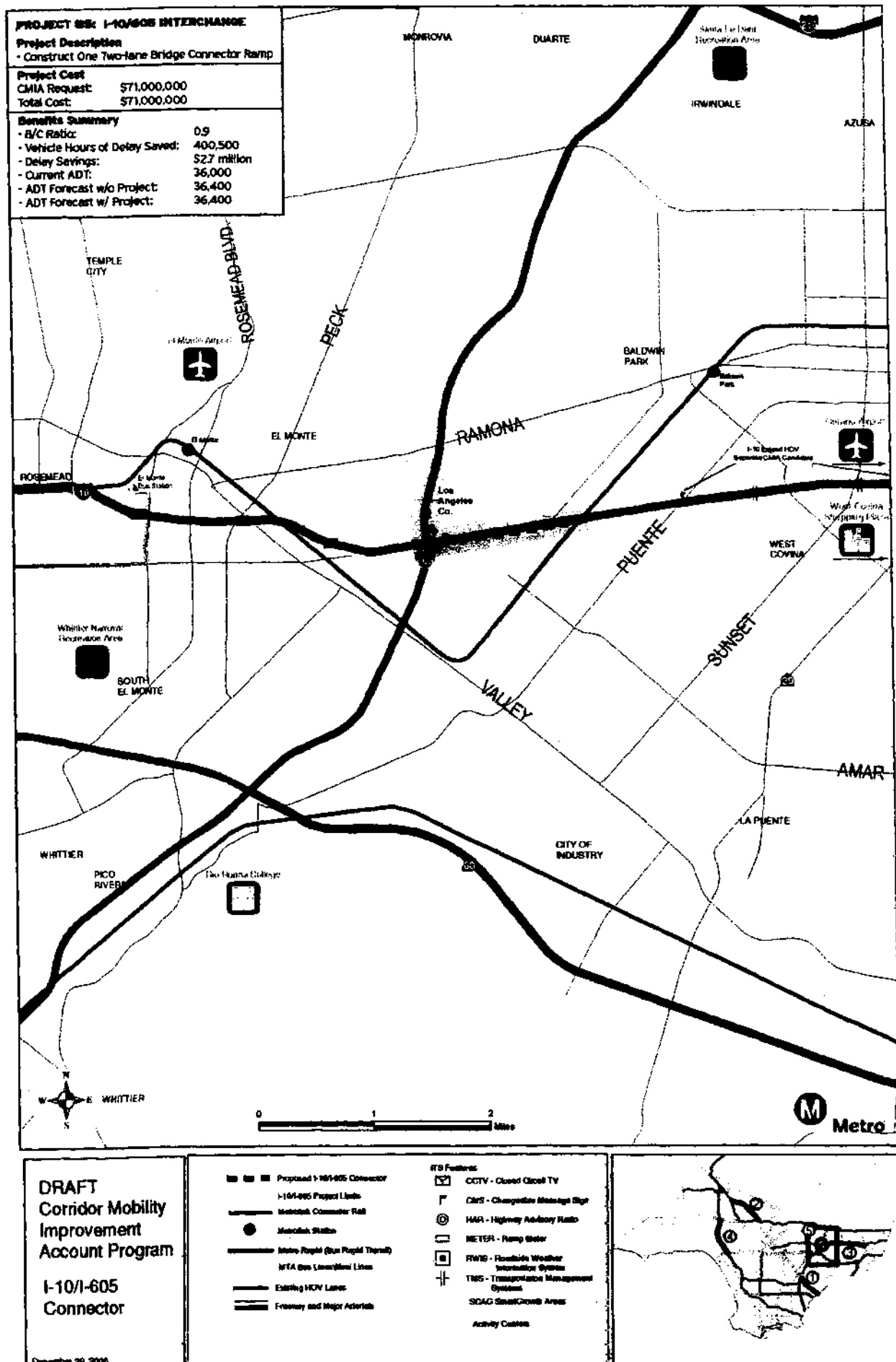
**PSR-PDR (Project Study Report – Project Development Support): completed on March 28, 2003**

**Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – July 2008**

**Estimate project cost: \$220 million**

**Funding Source: Public / Private Partnership (Golden State Gateway Coalition)**

**Estimate project completion date: June 2015**



## CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Interstate 10/605 Transition Connector from SB I-605 to EB I-10

## Project Nomination Fact Sheet

Nominating Agency: MTA/Caltrans		Fact Sheet Date: 12/29/06	
Contact Person	Ben Jong/Mehdi Salehinik		
Phone Number	(213)922-3053/ (213)897-7195	Fax Number	(213)922-6353/ (213)897-0648
Email Address	JongB@metro.net / mehdi_salehinik@dot.ca.gov		

## Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
LOS ANGELES	7	3529	245400	9	10/605	31.1	32.3

\* NOTE: PPNO &amp; EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor &amp; Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 24	Congressional: 32, 38
	Assembly: 57	
Implementing Agency (by component)	PA&ED: CALTRANS	PS&E: CALTRANS
	RAW: CALTRANS	CON: CALTRANS
Project Title	Interstate 10/605 Transition Connector from SB I-605 to EB I-10	

**Location - Project Limits - Description and Scope of Work** (Provide a project location map on a separate sheet and attach to this form)  
 Los Angeles County, San Bernardino Freeway (I-10) and San Gabriel River Freeway (I-605) Interchange. Construct one/two-lane bridge structure, branching off Southbound of Route 605 to Eastbound of Route 10 at-grade connector ramp.

## Description of Major Project Benefits

The weaving conflict on a joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors have resulted in queuing on the outer lane of the westbound I-10 and weaving related accidents. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing southbound I-605 to eastbound I-10 at-grade connector and result in the elimination of the weaving conflict. The benefits of the proposed fly-over connector are that it will provide a direct connection between freeways (I-10 and I-605); eliminate weave movements on this joint segment; reduce the queuing of westbound traffic on I-10; provide for improved goods movement; and enhance the safety and operation of I-10 & I-605 interchange.

## Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Expected Source of Funding from Prop. 1B bonding, CMA Augmentation and any other funding available thru LACMTA's call for project process

## Project Delivery Milestones (month/year):

Project Study Report (PSR) complete	Sept/2006
Notice of Preparation Document Type: ND	July/2007
Begin Circulation of Draft Environmental Document	Aug/2008
Final Approval of Environmental Document	Jan/2009
Completion of plans, specifications, and estimates	Nov/2010
Right-of-way certification	Mar/2011
Ready for advertisement	May/2011
Construction contract award	Aug/2011
Construction contract acceptance	Aug/2013

NOTE: The CTC Corridor Mobility Improvement Account (CMA) Program Guidelines should have been read and understood prior to preparation of the CMA Fact Sheet.  
 A copy of the CTC CMA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transportprog/> and at: <http://www.ctco.ca.gov/>

# **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET**

Region/District:

7

County: Los Angeles

Describe Project:

Interstate 10/605 Transition Connector from SB I-605 to EB I-10

## **PROJECT DATA**

<b>Type of Project</b>	Enter "X"
Hwy Capacity Expansion	
Operational Improvement	
Transp MGMT System (TMS)	
Other (describe: freeway connector )	x
<b>Project Location</b> (1 = So. Cal., 2 = No. Cal., or 3 = rural)	1
<b>Length of Construction Period</b>	2 years
<b>Duration of Peak Period (AM+PM)</b>	3 hours

## **HIGHWAY DESIGN AND TRAFFIC DATA**

<b>Highway Design</b>			
Number of General Traffic Lanes	w/o Project	w/ Project	HOV Restriction
Number of HOV Lanes	1	2	
Highway Free-Flow Speed (in mph)	35	35	(2 or 3)
Project Length (in miles)	1	1	
<b>Average Daily Traffic</b>			
Current	w/o Project	w/ Project	
	16,000	16,300	
Forecast (20 years after construction)	16,300	16,300	
Average Hourly HOV Traffic (if HOV lanes)			
Percent Trucks (include RVs, if applicable)	100%	0	
Truck Speed (if passing lane project)	7	7	

## **COMMENTS:**

Prepared by:

Phone No:

E-Mail:

CONTACT:

Mahmoud Mahdavi

818-653-8525

mahmoud\_mahdavi@dot.ca.gov

FAX: 818-653-1447

Route: I-605/I-10

EA:

24540

Post mile: 20.2-20.6

PPNO:

## **HIGHWAY ACCIDENT DATA**

<b>Actual 3-Year Accident Data for Facility</b>	Count (No.)
Fatal Accidents	0
Injury Accidents	33
Property Damage Only (PDO) Accidents	224
<b>Statewide Averages for Highway Classification</b>	
Accident Rate (per mil. veh.-miles)	w/o Project
	3.10
% Fatal Accidents	w/ Project
	1.61
% Injury Accidents	3%
	1%
	100%
	71%

## **TOTAL PROJECT COSTS (in escalated dollars)** From Project Nomination Fact Sheet:

<b>Fiscal Year:</b>	
2007-2008	\$ 35,230,000
2008-2009	\$ 35,230,000
2009-2010	\$
2010-2011	\$
2011-2012	\$
2012-2013	\$

**Los Angeles County Metropolitan Transportation Authority  
CMIA Supplemental Application Information  
Interstate 10/605 Transition Connector from SB I-605 to EB I-10**

**Description of Corridor**

The San Bernardino Freeway (I-10) is an east-west route classified as an interstate freeway that provides commuter access to the Los Angeles Central Business District from San Gabriel Valley, Riverside and San Bernardino Counties. I-605 is a regional interstate facility providing north-south connectivity from the San Gabriel Valley to the City of Long Beach and Orange County via the connection to I-405. Both Freeways experience severe congestion while carrying substantial traffic volumes. The congestion is aggravated by weaving and the accidents in and around the vicinity of the interchange.

The existing interchange is exceptionally congested and a high accident location due to shared freeway-to-freeway connector moves. Instead of a four level interchange with individual freeway-to-freeway connectors separated on their respective levels, the interchange is two-level and traffic utilizing the interchange weaves in short distances to move from one freeway to another as the connectors share common alignments.

The weaving conflict on the joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors results in queuing on the outer lanes of the freeways and weaving and congestion related accidents in the vicinity of the interchange.

**Project Description**

The Project will construct the flyover connector from Southbound I-605 to the Eastbound I-10. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing shared at-grade connector and result in the elimination of the weaving conflict.

**Project Cost**

CMIA Request:	<u>\$71,000,000</u>
Total Cost:	\$71,000,000

**Project Benefits**

The new connector would eliminate weaving movements on the existing shared connector, reduce queuing on the westbound I-10 and southbound I-605 traffic and enhance the safety and operation of the interchange by reducing accidents

#### Benefits Summary

▪ B/C Ratio:	0.9
▪ Vehicle Hours of Delay Saved:	400,500
▪ Delay Savings:	\$2.7 million
▪ Current ADT:	36,000
▪ ADT Forecast w/o Project:	36,400
▪ ADT Forecast w/ Project:	36,400

#### Mobility

The benefits of the proposed fly-over connector include:

- Provide an improved direct connection between I-10 and I-605 as the ramps will be lengthened and the acceleration and merge lanes upgraded to standards;
- Eliminate the conflicting weave movements with the westbound I-10 to southbound I-605 joint connector;
- Reduce the queuing of westbound traffic on the freeways;
- Enhance the safety and operation of I-10 & I-605 interchange;
- Reduce cut through traffic through a section of the City of Baldwin Park that is avoiding the congested interchange.

#### Connectivity

The Project improves the connectivity between two interstate freeways in the heart of the San Gabriel Valley.

#### Air Quality Benefits

The air quality benefits accrue to the HOV project east of this improvement. See CMIA Project # 3, Interstate 10 Extend El Monte Busway to County Line.

#### Safety

This project will eliminate the weaving movements on the shared connector and therefore reduce accidents.

#### Multi-modal Corridor Improvements Investments

This Project is a companion Project to the I-10 HOV lanes Project where the HOV lanes will reduce congestion. The full effectiveness of the HOV lanes alone will be diminished as the mainline will continue to congest at the vicinity of the interchange without this Project. The mainline freeways experience severe back up due to the lowered capacity of the interchange and the non-standard interchange geometrics which cause severe weaving and slow traffic speeds forcing vehicles to queue as they approach and traverse the interchange.

#### Mitigating the Project Risks

The Project Study report was recently approved in September 2006 with its cost estimate.

The preferred alternative minimizes the right of way impacts in that only partial takes to accommodate the realignment of the adjacent frontage road were required. The acquisition costs were estimated at \$1.7 million.

The Project Report will be prepared in conjunction with the environmental documentation process.

#### Corridor Management Approach

Caltrans and Metro are in the process of developing a corridor management plan (CMP) on all corridors for which improvements are submitted for funding from the Corridor Mobility Improvement Account Program (CMIA) to ensure a coordinated, multi-modal, congestion management approach.

Caltrans District 7 is committed to prepare CMPs using a multi-disciplinary and multi-function approach, including but not limited to, representatives from district traffic operations, planning, and maintenance. Participation of other functions such as design, program-project management, and environmental is recommended based on the corridor. Regional agencies, congestion management agencies and modal operators will be involved through all stages of plan development. This effort will be coordinated with Metro's ITS program (see CMP description and ITS project description for more details).

For this corridor, Caltrans and local jurisdictions through coordination with the Los Angeles County Department of Public Works, are participating in the Regional Integration of Transportation Systems Program of Metro to ultimately exchange seamlessly Freeway and arterial traffic and transit information to local agencies, traffic/transit management agencies and traffic information purveyors.

All major arterials and collector roads in the corridor are being signal synchronized and it is planned in the future to create networks to be connected to several Transportation Management Centers.

The project will incorporate fiber optic communications backbone, CCTV, CMS, replace loop detectors, and provide ramp metering.

**DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 7**

100 S. MAIN STREET, SUITE 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0362  
FAX (213) 897-0360  
TTY (213) 897-4937



*Flex your power!  
Be energy efficient!*

March 19, 2007 (Revised)

Mr. Hasan Ikhata, Director, Planning & Policy  
Southern California Association of Governments  
818 West 7<sup>th</sup> Street  
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

**Subject:** Request the inclusion of the I-5 widening project as modified into the Amendment to the 2004 RTP and 2006 RTIP currently underway

Dear Mr. Ikhata:

The California Department of Transportation (Caltrans) is requesting that the I-5 widening project from the Los Angeles County Line / Orange County Line to the I-5/605 Interchange be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP). The proposed project scope as currently identified in the 2004 RTP and 2006 RTIP as a 10-lane facility. The proposed change to the project scope is identified below.

**Project Description:**

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

**Project Scope:**

- Reconstruct the existing six-lane facility into a 12-lane facility which will include one HOV lane + 5 mixed flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

Thank you for your assistance in helping to advance the project identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at [rose\\_casey@dot.ca.gov](mailto:rose_casey@dot.ca.gov).

*"Caltrans improves mobility across California"*



Mr. Hasan Ikhata  
March 16, 2007 (Revised) *HW*  
Page 2

Sincerely,

*Rose Casey*  
for ROSE CASEY  
Deputy District Director

Division of Planning, Public Transportation & Local Assistance

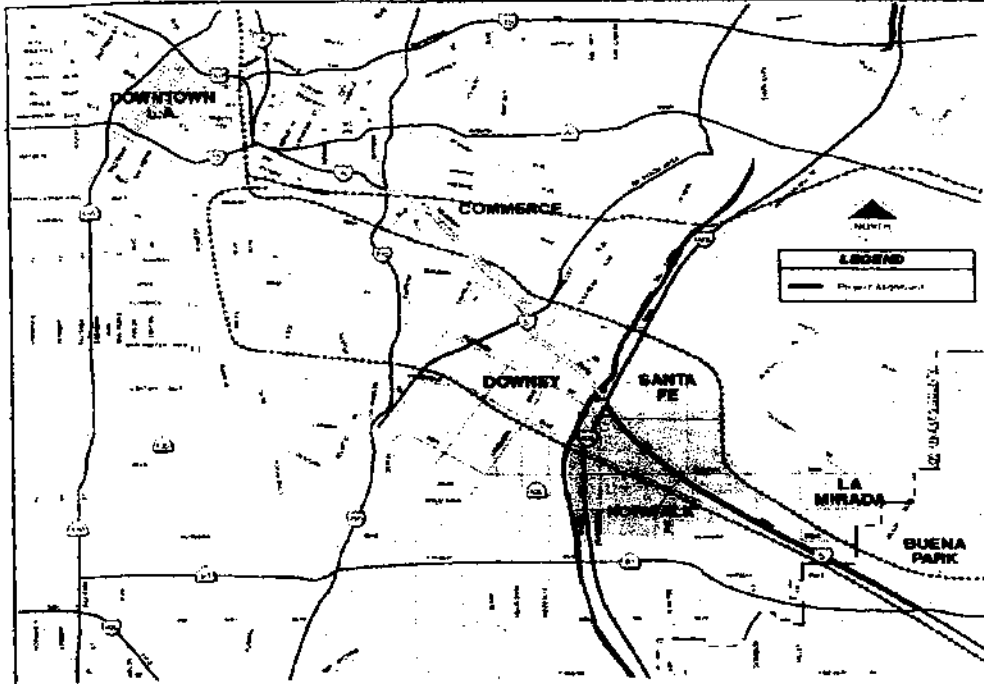
**Attachments:**

I-5 Widening Map and Fact Sheet

C: Douglas Failing, Director, Caltrans District 07  
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail  
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies  
Tad Teferi, Deputy District Director, Program/Project Management  
Ron Kosinski, Deputy District Director, Environmental Planning

CALTRANS	LAE0465	IN VARIOUS CITIES FROM .02 MILE SOUTH OF ARTESIA AVENUE TO .02 MILE NORTH OF FLORENCE AVENUE OVERCROSSING (EA 2159A PPNO 3189) SAFETEA LU #465
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#### I-5 Widening Project



#### PROJECT DESCRIPTION:

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

#### Project Location: Los Angeles County

La Mirada, Santa Fe Springs, Norwalk, and Downey  
Orange County, from 91 to LA County line

#### Project Scope:

- Reconstruct the existing six-lane facility into a 12-lane facility, which will include one HOV lane + 5 Mixed Flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

#### Sponsor:

CALTRANS in partnership with

- FHWA
- JPA (Joint Powers Authority)
- MTA (Metropolitan Transportation Authority)

## **BACKGROUND**

The I-5 freeway is a major regional transportation corridor that extends the entire length of the western United States from Mexico to Canada. It also serves as the backbone of the transportation system connecting the major urban centers of Los Angeles county and Orange County. Given the substantial need for greater mobility in this corridor and to meet the anticipated demands, The California Department of Transportation (Caltrans), Los Angeles County Metropolitan Authority (LACMA), I-5 Consortium Cities Joint Powers Authority (JPA), Orange County Transportation Authority (OCTA) adopted a Major Investment Study (MIS) as a long-term strategy for major capacity improvements for the I-5 corridor.

The overall study goal of the study was to develop a cost effective, multi-modal transportation improvement strategy that substantially increases capacity and improves safety and efficiency, while protecting the best interests of the adjacent communities.

The MIS was conducted and supporting documents prepared to support the decisions leading to a set of preferred transportation elements.

## **PURPOSE AND NEED**

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

If the proposed improvements were not implemented in this section of the I-5, the current delays would increase substantially in future years; resulting in longer, then the current 3 hour morning and 4 hour afternoon, peak hour traffic. The proposed HOV lanes would provide a needed linkage in the Interstate 5 HOV system between SR91 and I-605. Truck traffic within segments of this corridor is as much as 10% during peak hours and 20% during off peak hours. Without the improvements proposed by this project goods movement within the corridor and the region would be severely impacted.

## **PROJECT BENEFITS**

The I-5 Ultimate Project is intended to improve mobility in the corridor by substantially increasing capacity and improving safety. Some of the immediate benefits are:

1. Improved regional goods movement
2. Elimination of northbound bottleneck as a result of the lane drop between the Orange County and L.A County line.
3. Improve operation and safety of the mainline
4. Improve operation of major intersections and interchanges in the I-5 Corridor.
5. Provide additional capacity to handle the forecasted demands.
6. Upgrade I-5 corridor to meet current Caltrans and FHWA design standards.
7. Improve access to regional transit and HOV facilities.
8. Improve freeway Level Of Service during AM and PM peak hours
9. Reduce travel time delays and congestion related accidents.

**SCHEDULE:**

Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – May 2007

Construction Phase Begins: 2011

Construction Phase Ends: 2017

**COST and FUNDING**

**Total Programmed Project Costs:** \$ 1,155.285 Million

**Funding Sources Include:**

- Corridor Management Improvement Account (CMIA)
- Regional Transportation Improvement Program (RTIP)
- Inter-Regional transportation Improvement Program (ITIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- State Transportation Improvement Program (STIP)
- Transportation Congestion Relief Program (TCRP)